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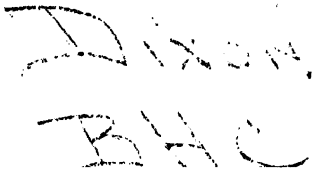
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NARRATIVE, &c.

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COBAWN WORRY.

ONE OF THE NATIVES OF NEW SOUTH WALES.

Edinburgh Published by John Anderson Jun.r 55. North Bridge Street

NARRATIVE

OF

A VOYAGE

TO

NEW SOUTH WALES,

AND

VAN DIEMAN'S LAND,

IN

The Ship Skelton,

DURING THE YEAR 1820.

WITH

OBSERVATIONS ON THE STATE OF THESE COLONIES, AND A VARIETY OF INFORMATION, CALCULATED TO BE USEFUL TO EMIGRANTS.

BY JAMES DIXON,
COMMANDER OF THE SKELTON.

WITH

AN APPENDIX,

CONTAINING

Governor M'Quarie's Report regarding Van Dieman's Land, Tables of the Population, List of Articles Suitable for Exportation, &c. &c.

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PRINTED FOR JOHN ANDERSON, JUN.
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PREFACE.

THE following little work lays no claim to any literary merit. It was written entirely for the purpose of giving to the public, and those emigrating, the most recent and useful information, regarding the Colonies of Van Dieman's land and New South Wales;—Countries which are rising every day in interest and importance, and which, at present, present an important field for emigration.

Many of the observations contained in the volume are general,—a great many are matters of opinion. Those facts and cases which are stated, are either what I saw, or have from such authority as could not be doubted. Of one thing I have generally been cautious; viz. not to overrate the advantages of emigration.

If a man *can* live at home, let him do so,—if he *must* emigrate, Australia is at present the *best* quarter he can choose.

The engraving accompanying the volume is an accurate likeness (and not a caricature, as one at first sight would be apt to imagine,) of one of the natives of New South Wales, with his wooden shield. Many of these characters are to be seen at Sidney. This engraving was copied from a portrait of one of them painted by an artist there.

J. D.

Edinburgh,
16th January 1822.

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NARRATIVE, &c.

THE gloomy prospects which the commencement of the year 1820 held out for men who had to depend on mercantile pursuits alone, made it necessary for many to endeavour to provide for themselves and families, without becoming burdens on their friends, and induced a number of persons to emigrate with this view to the settlements in Van-Diemans Land, and New South Wales.

The difficulty of procuring employment for ships at that time, naturally suggested to the owners of vessels, the idea of fitting them out as transports, for the conveyance of such persons as were desirous to emigrate to new settlements.

The owners of the Ship Skelton, advertised to take passengers and goods at the port of Leith, for the Cape of Good Hope, Hobart Town, Van Die-

mans Land; and Port Jackson, New South Wales. The terms were made as moderate as possible, the charges being 70 guineas for a cabin passage, 40 guineas the steerage, and one-third less to the Cape of Good Hope; the ship finding the usual provisions, besides a supply of live stock.

The ship sailed from Leith Roads on the 19th of June, having on board 57 passengers, and 17 in crew, for Portsmouth, where more persons were expected to join her. There were 21 embarked there, and she proceeded on her voyage. Nothing particular occurred, until the 16th of July, when Mrs M'Leod, a passenger, was delivered off Cape Ortugal, of a fine boy. Her recovery was speedy and complete; so much so, that she said jocularly, a ship was as good for ladies in that way, as the shore, where there was so much attention paid to them. The Salvage Rocks were seen on the 23d of July, also Palma, the next day Feroe, and one of the Canaries; when, catching the trade winds, the ship proceeded at a rapid rate.—Unfortunately the measles broke out, which soon became general among

the children, and even some adults were attacked. The distemper proved of a very mild kind, so that although 38 children were sick of the disease at different periods, and five grown persons, yet no death occurred. Here it may be necessary to observe, that in this malady, attention to air, diet, and medical experience, is of the utmost consequence to children; and in this instance, considerable advantage was derived from the skill of a Medical Gentleman of experience, who was on board as a passenger.

The disease began in the family of Mr. Headlam, and had been communicated to that family by travelling in the same coach from London, with a child who had just recovered.

On the 31st of July, was near the Cape de Verd Islands; so near, that we had laid by part of the previous night, expecting to see St Jago. We however found ourselves by observation past it at noon; when the wind being fair, and the ship to the leeward of the island, it was not advisable to attempt beating up towards it. We accordingly proceeded.

We now lost the N. E. trade winds much earlier than we expected, and were

nine or ten days employed in beating up towards the line. The passengers, notwithstanding the warmth of the weather, did not feel much inconvenience. We fortunately had only one very short calm for about twelve hours. In the evening the gentlemen and ladies generally danced, which was a very useful exercise on board a small ship, to keep away ennui, and at the same time promote a good appetite, the want of which I had no reason to complain of.

Although the owners had gone to the expense of procuring water when at Leith from Burntisland, yet it turned out very bad. The only good water on board was that taken in at Portsmouth. It was not necessary to go to allowance, as no person took more than he found absolutely necessary. At the same time, though the water was bad, we did not find it was injurious to the health. Almost all water undergoes a state of fermentation during the voyage through the warm latitudes, but it improved as we got into a colder climate.

On the 21st of August we crossed the line, with the usual ceremony of a visit from Neptune ;—the passengers, Ladies

as well as Gentlemen, with the exception of a gentleman a little unwell, answering the usual questions put to them by the god of the sea, and were enrolled in the list of his children. The day was fine, and spent in conviviality.

As we entered the southern hemisphere, we did not find the south east trade winds so steady as might have been expected. In latitude 14° south, we got a S. S. W. wind, which continued for some days, and instead of standing on the starboard tack, as is general, we stood toward St Helena, and would actually have got into that longitude in four days, when the south east trade wind came on again, and we stood to the south-west. Some difference of opinion prevailed on board, whether it was not better to have stood on towards the Brazil coast than tack. The result of our passage to the Cape, is however the best proof as to which was preferable, as we arrived before ships who left England previous to ourselves. We began to get variable winds on the 9th September, and getting outside the tropic, we got fair winds to the Cape of Good Hope. The Table mountain was seen

on the 27th September, early in the morning; it was, however, seen so far off, that we did not get in with the land till the afternoon. We came to an anchor four or five miles outside Table Bay that night about 10 o'clock. At day light next morning we weighed, and towed into Table Bay, it being calm. We were visited by the harbour master in his boat; who, after enquiring alongside the usual questions of where are you from? &c. put into my hands a paper, requesting me to state whether we had had any sickness on board, more particularly to name whether the small pox, measles, or chicken pox had been on board. We unfortunately had no answer to make but the true one. He then ordered us to hoist the quarantine flag, and the health officers would visit us. The measles at this time had entirely disappeared for above three weeks, yet there was no remedy but patience, as the disappointment, was severe to us all, more especially as the fathers of families had congratulated themselves on the thoughts of getting their wives and children on shore for a few days to get their linen washed, and such little

refreshments as would be conducive to their health for the further prosecution of the voyage.

The health officer came alongside shortly after, and told us he was sorry that on no account could he release the ship from quarantine; but he would permit the captain, doctor, and a few of the heads of families to land, to procure refreshments for themselves; but the families and children, more especially the foul linens, were on no account to go on shore, but to be washed on board. This had one good effect,—it materially lessened the expenditure of the passengers, as they were prevented from landing.

A few young men that were embarked for the Cape were landed; one of them a joiner, got employment on very liberal terms, about 6s. sterling per day; another, a young man brought up to farming business, was also appointed an overseer to a gentleman of fortune, who had brought a number of Malays to the colony, and purchased a tract of land, and was about settling there. This young man got £80 sterling a-year, bed and board.

The other two were what unfortunately too many are brought up to, viz.

quill-driving; which, in the different classes to which it applies, is becoming quite a drug at home. In fact, emigrants should know some useful employment, besides the common rules of arithmetic, otherwise they will be generally disappointed. Almost every mechanic is sure of finding employ, and liberal pay; whereas the poor lad, brought up in a merchant's counting house, finds few who are in want of his abilities.

The Health Officer, and Colonial Secretary were very polite; but though frequently solicited, would not venture to release us, as the Dutch at the Cape, having a number of slaves, on which, perhaps, no inconsiderable part of their incomes depended, were dreadfully alarmed at the idea of a ship where the measles had prevailed coming near them. Some few years previous, the measles had been introduced, and carried a great many of their slaves off, as well as a number of free inhabitants and children.

An elderly gentleman, a passenger on board, who had been for twenty years in a weakly state, here became unwell. I name this to shew, that although the Cape of Good Hope is use-

ful for scurvy, or disorders of a slight nature, the air is by no means so to persons who have got a fixed complaint. In fact, people die there very fast. At the time we were there, vegetables were dear. The only cheap article was the Cape wine and Mutton, which latter is no doubt extremely nourishing to men long on salted provisions, yet bears no comparison with the same kind of food in England. The sheep are quite hairy, more like goats than sheep. The merinos have been introduced at some expense by Government, for the raising of fine wool; but it does not appear to answer the purpose of the land holders, as, from the immense tracts of land they possess, they might have flocks innumerable; and it may be conjectured, that the Cape, from the nature of the feed, is not favourable to the raising of fine wool sheep.

This colony and its produce, are generally so well known, that it would be unnecessary to state what may already be found in many books. The Dutch there live on a gross diet, take too little exercise, and therefore are short lived. The grave-stones are a

very good criterion to judge by. It is rare to see fifty years of age inserted on them.

The establishments in the wine trade are very considerable, and will no doubt increase, as the wine is certainly improving in flavour,—perhaps now and then from importing a few pipes of real Madeira, to mix with their wines, or to improve their character.

There are several boarding houses at the Cape, where the usual charge is from 5 to 7 rix dollars per day for board and lodging. A very good table is kept, and as much Cape wine allowed as is proper for a person to take. If Madeira, Port, and Sherry are drank, it is charged separate. The rix dollars were worth 1s. 9d. when the Skelton was there, the exchange being much against the colonial currency.

Trade was exceedingly dull, but was expected to improve, as an order in Council had permitted the Cape to be a free port; and foreign ships might carry their commodities to that colony, provided their government would admit colonial produce into their countries on reciprocal terms of charges and duties. The Isle of

France was also admitted a free port under similar regulations. Many settlers have been given grants of land near Algoa Bay. I much question whether the colonizing this part will be attended with advantage to the colonists, or to the mother country, except that England will get clear of a superabundant population, which is desirable in the present state of things at home.

It may be remarked, that all new settlers must become like the Patriarchs of old, they must possess great flocks and herds; yet where there are no markets, it prevents that industry which otherwise in colonies would become of great value. Africa, or that part rather in which our settlements are situated, has no large river, and few good harbours. The value of produce must long remain a mere nothing to the grower; and it is doubtful whether ever, from the nature of soil and climate, these countries will be fully peopled. The report of Captain Moresby, commander of the Menai, published in the Cape Town Gazette, of 15th July 1820, is, I am afraid, but an indifferent account of the spots

chosen to be the shipping and landing place of a great or a thriving colony.

In that report, the observation which is made as to the preference given to Algoa Bay over Torbay in England, Palermo Bay in Sicily, and Table Bay, is but a very poor account of the best anchorage or harbour to be met with on the coast, supposing it to be in prospect that these settlements will become of great consequence to the mother country.

We remained in Table Bay about 15 days; and after having exchanged a few goods in the barter trade, viz. hops for wines, manufactures for Holland gin, and received the necessary supplies of fresh provisions, among which the broad tailed sheep made no inconsiderable figure, we sailed on the 14th October, and got out of Table Bay that evening. Next day we got round the Cape Point, it being rough blowing weather; the wind fair. We experienced strong winds, with a rough swell for three or four days. It is always necessary to prepare a ship for the heavy seas, generally prevalent off this headland, owing to strong currents setting from the westward. Our passage, on the whole, was uncom-

monly fine, to St Paul's Island, which we made on the 2d of November at noon. We came close to the island; and having three hours before dark, the boats were lowered down, and a party with the mate went on shore. He made the following report to me:—On approaching the shore, found the ground rocky and uneven at the bottom, with a great deal of sea-weed floating on the surface of the water. Our landing place was on a ridge of large loose stones, forming the outside of a large bay, or bason, about ten yards to the westward of the entrance of it. When at the shore, were hailed by a man, naming himself Matthew Brien, a native of the Isle of France, who, with four other black men, are kept there for the purpose of killing seals. About a pistol shot from where we landed, we descried their habitation, which was a very indifferent one; the passage to it was over loose stones, with a very strong sort of grass growing between them.

The hut was on the side of a very soft rock, built with clay and turf, and covered with a kind of grass. He had

two bed places; the bedding of which was composed of seal skins and sail cloth. In one corner of the hut was a hen and chickens newly hatched. Their fuel consisted of the grass with which the island is covered. Near the water's edge is a hot mineral spring, of a considerable size, in which they sometimes dress their victuals. It is rather brackish, and of a greenish hue, when boiled and cooled. It is the only water they make use of on the island. The Frenchman had a boat and canoe, with several casks, coppers for boiling oil, &c. After leaving the hut, we went up to the top of a hill. The passage up was through very long and strong grass, almost as strong as rushes, made use of by coopers. It grows in tufts. The ground was very soft, being a sort of mould from volcanic matter. In the mouth of the bason stands a very singular pyramidal rock. The bason was about one mile across. In this bason was a prodigious depth of water; and supposing there to be a passage in, would contain in safety a considerable number of vessels. Matthew Brien had a small garden. English vegetables were grow-

ing there. He also had a small quantity of barley growing. The night approaching, we returned on board, after receiving from Mr Matthew Brien a few fish, like the snapper; which, however, when dressed, were of an oily nature. Mr Brien was placed there to kill seals, and boil their oil, by merchants from the Isle of France, who send a vessel at stated periods to receive his fish, oil, &c. and carry him the necessary supplies. From some reservedness in his manner, I am inclined to think he suspected us of some intention to plunder. He seemed shy in shewing what seal skins and oil he had in his possession. The quantity seen of these articles was very trifling. The mineral spring alluded to would dress fish close to the edge of the bason; so that you may literally catch fish in one hand, and boil it on the hook without moving.

The soundings of the entrance are regular to the distance of 1½ miles. You may anchor in from 5 to 20 fathoms. If the anchor once starts, it is not likely to hold again, the ground having a regular descent. The soundings are exactly like gunpowder. A quantity of

fish may be caught, but they are of an oily and strong flavour. At six in the evening, the boat having returned, we bore up on our voyage, to go round the south end of Van Dieman's land. Here it may be necessary to state, that, after leaving St Paul's, we discovered great quantities of sea weed, which continued for several days, in fact, all the way to the south-west point of Van Dieman's land. This, with other symptoms, such as light fogs and birds, leaves little doubt, that land or islands lay to the southward of this part of the ocean. Several islands having been discovered within the last ten years, near to new Zealand and Van Dieman's land, makes this the more probable. This part of the ocean has been hitherto very little navigated. The few navigators who have penetrated to the southward, have been generally only on particular parts, so as to leave immensely vast tracts of ocean yet unexplored. I think, were a ship ordered to cross backwards and forwards, as far as she could penetrate south, and then back to 40° S. in a zigzag direction, say every 5°

longitude, that something would be added to the discoveries of this age.

The large island lately discovered off Cape Horn, named New South Shetland, is a proof of the truth of this opinion. It is true, that if there are islands, they may be of no use; yet if they prove places where oil or seal skins can be procured, they would be of great value.

Having little wind on the 18th and 19th November, we were as far to the southward as 46° 10′; there we still observed fogs, sea weed, and birds; sure indications, in my opinion, of land being to the southward. It is generally believed, that in these seas the current runs to the eastward. We had no opportunity of trying it, yet from the ship being always as far a-head, and sometimes farther than the dead reckoning, it may be presumed it is so; and if so, no sea weed can float from Australia. Therefore, all that is seen must either float from St Paul or Amsterdam; and, from the quantity we noticed between these islands and S. W. Van Dieman's land, I am strongly inclined to think, that some large island or islands exist

in these quarters. On the 25th November, at four in the afternoon, we made S. W. Cape Van Dieman's Land. The sight of this island, (being the intended residence of a great number of settlers we had on board), made them strain every faculty before dark, to form some opinion respecting the land of their adoption. We lay to part of the night; at daylight passed inside the Mew stone, and stood for Admiral d'Entrecateaux Channel; which in long nights is perhaps the best, as there is anchorage all the way through. The tides are uncertain, and I think can never be very strong; as we wrought against them, the wind changing shortly after getting into it. Here we lost one of our passengers, the person before mentioned as being unwell at the Cape. He died just as we entered the Channel. He had two sons on board; one of them a married man, with a family of five children. He had been gradually declining since we left the Cape; and for some days previous to his death, had often expressed a wish to reach the land. His wishes, in fact, were partly realized; as he was interred the second day after

his death in Hobart Town Church Yard. His name was Road Knight. We came to anchor on Sunday the 26th November, about 11 in the evening, in D'Entrecateaux channel, and the next day got under weigh. About 3 in the afternoon we saw Hobart Town; and the pilot came on board very shortly afterwards. We saw some vessels at anchor, and found that two convict ships, a brig from India with India goods, and two colonial vessels were there. The naval officer came on board about a mile from Hobart Town, and took the manifest and list of passengers; and though we had a corpse on board, allowed us to land immediately. The arrival of a vessel with so many settlers was an object of some importance in the colony. There also arrived same day, about two hours after the Skelton, the Caroline, Captain Taylor, having 30 or 40 passengers, which naturally increased the interest of our arrival. Some of the passengers went on shore that evening to get lodgings, and found that the terms demanded were exceedingly high; from one, to one and a half guineas per week, for small unfurnished houses, and these not plentiful.

Lieut. Governor Sorrel sent an intimation, that he would wish the settlers to call at Government House; many of them not being aware that they should immediately have waited on the Governor. But both their own interest, and the etiquette of the colony requires them to do so as soon as possible, to state their views, and prepare a schedule of the property they possess. Their grants of land being made out in proportion to their capital, their statement can be required on oath. Several instances having occurred of persons describing themselves worth much more than they really were, and also setting a ridiculous value on goods or moveables, to swell the amount of their schedule. I believe the oath is seldom administered, as the Governor acts on the most liberal terms with respect to their grants. One half of what the settler gets is seldom made use of, nor is it likely to be in this generation. Land is now, however, saleable, particularly if a large proprietor is anxious to get as much as possible in one focus. The present system of agriculture being any thing but the improvement of land, in fact they pitch on

a good piece; plough it till it is exhausted, and then pitch on another piece.

The settler, at such an immense distance from home, begins now to feel the difficulties of his situation, especially when every kind of useful thing is enhanced three times its real value, by the avarice of the merchants; who, however, it must be admitted, certainly run great risk in selling their goods; but if they get half they charge they are well paid.

I shall now attempt to describe the river Derwent, from Hobart Town upwards. This river, in a nautical point of view, is of the greatest value, as there is plenty of water for any vessel, six or seven miles above Hobart Town, and I think there are at least 14 feet at high tides, up to New Norfolk, the first settlement of any consequence situated on the banks of the river. New Norfolk is about 22 miles by water, and much the same by land. The scite of a new town is marked out on the left side of the river, on an eminence called Richmond Hill. The town is to be named Elizabeth Town. The situation is well chosen; and when it is considered,

that it will be the shipping place for all the settlements at new Norfolk, it will most likely in a few years become a town of some note; at present there are not more than 23 or 24 houses. Government intend to erect a school, and other buildings, as they may be required.

It is not until you come up to New Norfolk, that you discover the value of Van Dieman's land in an agricultural point of view. You there observe corn, barley, &c. thriving well, under the management in general, of only very indifferent farmers, who with confined means contrive to get a few acres of wheat sown. The agriculturists are completely kept down by the merchants, and political causes. Government is the principal purchaser; and it only takes off a limited quantity, for the purposes of feeding the convicts that are employed at public works. That demand has lately increased, owing to the immense number of persons sent out, more particularly to Van Dieman's Land, which colony has proved itself the granary of New South Wales.

Those parts I visited, present a complete belt of mountains encircling plains,

something similar to the downs we have in England. On the slopes of these lands are many fine situations for arable and pasture farms. The country is peculiarly adapted for sheep; and that animal thrives uncommonly well, and increases astonishingly. The wool, at present, is of little value, being coarse and hairy; but this is not natural to the climate, as its wool has decidedly improved. The attention of the proprietors is directed to produce fine wool; several merinos, from the flocks of John M'Arthur, Esq. and other gentlemen, having been sent to this colony; and, in two or three seasons, there is no doubt the flocks will improve in quality. The country is not particularly well watered; yet, taking its climate into consideration, it is much superior to Australia, where the burning heats in summer dry up every thing. At present, few attempts have been made either to sink wells or form tanks, which will be the case when the country is more fully peopled.

The wheat of this colony is uncommonly fine. Hitherto barley and oats have not been cultivated, excepting

small quantities of the former for brewers, which trade, at present, is at a very low ebb. A brewery is about to be begun by a gentleman, which will most likely supersede the necessity of importing malt liquors, by making beer, &c. of a good quality. This gentleman has advertised to give 7s. per bushel for barley. Any person would naturally think this would encourage agriculture; but the facility of procuring the necessaries of life being great, and little energy in the agriculturist, improvement does not increase in the rapid way it would, were industry the order of the day. Under the present Governor the country is likely soon to become of importance, as every exertion is making towards improving and making roads, and also laying the foundation of such public works as will be of great use to the community.

The executive is much cramped, by orders of rigid economy from home; yet if England has a colony which will be of great importance, this is one; to which, under proper management, she ought to extend a liberal hand. I have no doubt but the returns from these settlements will, by good manage-

ment, and with reasonable advantages, become of great value.

This colony has for some years supplied New South Wales with grain, as well as with great quantities of animal food, such as salted beef, mutton, and pork.

Last season, fifty thousand bushels of wheat were exported from the settlements of Hobart Town, Pitt Water, and Port Dalrymple, besides many tons of salted provisions. Indeed, without the Derwent, the settlements in Australia would be in danger of want; the heavy rains of 1820 having made the Governor in Chief afraid of a short supply, he gave a tacit permission to the captain of the Surry to import a cargo. That ship loaded at Valparaiso, and arrived in June 1821, with 15,000 bushels of wheat. The alarm which had been caused by the floods, however, proved groundless; yet wheat, at the time of the Surry's arrival, brought 12s. per bushel, particularly Van Dieman's Land wheat. The price of this article, in Sydney market, fell in consequence of this arrival. The high price which it commanded, shews that it was wanted. In

so limited a market, in very abundant crops, *there being no means of foreign export*, the prices are exceedingly low; but Government always give 10s. per bushel for a certain quantity, taking it from every settler in proportion to the number of acres he has in cultivation. When wheat is cheap, he of course swells the statement of his lands in cultivation, to as great amount as he can. These small matters of finesse are, however, too trifling to be of any very great consequence. As the country becomes more populous, the regulations of the Colony will be better attended to; and though the Governor, and persons connected with the Commissariat, are frequently accused of partiality in the distribution of the advantages to be derived from the sales of produce, or the gifts of lands, yet it may be believed, that they are as impartial as they possibly can be; considering that some power must be entrusted to them, and they ought alone to be judges of many acts which were, perhaps, highly expedient and necessary, either for the benefit of government, or the public weal. In small governments, and more especially in a government of the nature

of that of New South Wales, the Governor being necessarily vested with arbitary power, is subject to much animadversion from private individuals; who, though they dare not openly express their ideas of his conduct, yet are still privately misrepresenting all his public acts. These ideas necessarily suggest themselves from the common conversation which occurs in most parties. Perhaps it is natural for an Englishman to be dissatisfied with those who have the charge of affairs; and if such be the case, dissatisfaction and constant finding fault, do not lose by conveyance to a southern hemisphere; for men have their opinions and parties on political management there, as well as in the mother country. At present, there is only one newspaper published, which perhaps is fortunate for the future improvement of the Colonies; otherwise half of the time of the people would be employed in venting their party spleen. Though decidedly a friend to freedom of discussion, when it has a tendency to improve the real knowledge of mankind, I am an enemy to that freedom, so soon as it indulges itself in any other way,

or becomes a mere vehicle of misrepresentation and abuse.

The River Derwent is capable of cultivation on both sides, except some particular parts where the mountains are very steep.

The district of the Coal River is perhaps as good as any land in the country. It is about ten to sixteen miles from Kangaroo Point, where you cross the river to Hobart Town. In fact, almost all the best parts settled, are on the opposite side to the capital. In the Pitt Water districts which I visited, there are as fine farms as any in England, and erections which have cost from £2,000 to £3,000.

Inclosures are, however, too much neglected; and those regulations with respect to this, which have been issued, should now be strictly enforced, so that the country may be fully equal to its wants, without the supply of materials from other countries.

Flour for exportation would answer very well in many parts; but that article is not at present of so much consequence, until the quantity of wheat land accumu-

lates beyond the consumption of the island and New South Wales.

The rearing of horses in the present stage of the colony, is also very desirable, as they have not at present a sufficiency at a reasonable price to carry on any extensive operation of farming.

I was offered five hundred pounds to bring a good horse out for the improvement of the mares, to produce a race with more bone; those they now have being by no means deficient in blood. The horses are mostly of the Cape breed, and a few gentlemen have Arabs.

With respect to the production of the orchard, or kitchen garden, every thing may be grown in great plenty, and of exceeding good flavour, as good as in the counties near London. Hitherto some of our fine fruits have not yet been imported, but when they are, there is little doubt but the most choice wall-fruit will be produced; the raspberry and strawberries are excellent; cherries are as yet scarce, but they only want our best sorts to produce any quantity. In countries so thinly inhabited there is not much attention paid to the rarer sorts.

Gooseberries are at present scarce;

but this fruit, as well as red and white currants, will soon be very plentiful. The potatoes are also excellent, and every species of vegetables are in the greatest plenty with those families who take the trouble to rear them. The climate is similar to that of England, excepting that the nights are considerably colder in summer; so much so indeed, that it is not uncommon to have a fire in summer, in the evenings. There are only two ports at present in this settlement; viz. Hobart Town on the river Derwent, and Port Dalrymple, on the Tamar, a river not so safe as the Derwent, yet I am inclined to think it will be a very desirable situation, as the land on the banks of the river is much superior to the land in the immediate vicinity of the Derwent.

Port Dalrymple lies north of the river Derwent, and of course, somewhat warmer, from what information I could collect. The river Tamer has a rapid stream, and a flow of from 10 to 18 feet water, is navigable for 45 miles to Lanceston, for vessels drawing 10 to 12 feet water, and at George Town cove, five miles within the heads, is safe

for vessels of from 12 to 19 feet water, where they can lay afloat at low water tide. There is a bar about half a mile below Lanceston, which the vessels take the opportunity at high tide to cross, when they lay near the wharf. The tides here are slight.

The banks of the river are generally low lands, sufficiently above the level of the sea. Boats can penetrate 10 miles above Lanceston. Such parts as are elevated, are generally iron stone, other parts mud. The Supply river, a small stream, which unites itself into the Tamer, runs from the western hills, is 16 miles above George Town. About a mile from its entrance there is fresh water. There are not many streams on the banks of the river; but that deficiency of water may be supplied by sinking wells. There are three wells at George Town, which give excellent water. George Town contains at present, including Military, Civil Officers, Prisoners, about 700 persons; Lanceston about five hundred. The latter place is more for merchants, settlers, &c. than the former. There are said to be many

fine districts of land in the vicinity of Port Dalrymple; and it will no doubt soon be a thriving settlement. It is the intention of Government, to form a settlement at an early day at Oyster Bay, on the east side of the island. It has a commodious safe harbour, and the land in the vicinity is considered good. From its situation, it will no doubt be a desireable settlement. In June 1821, the commencement of this settlement had not taken place. The south sea whalers frequently put in, as the black whale visits all the bays on this coast. Last year several whales were caught within sight of Hobart Town in the Derwent; and in Storm Bay passage, they were very common during the winter months. A great deal of oil is of course made from those whales and Basses Strait seals; where, as well as in the bays and rivers, these fish are very abundant. As their quarters, however, are getting much disturbed, it is likely that they will remove to where they may be less so. Great quantities of seal skins and oil are sent to Sidney, and shipped for England. But as vessels now go

regularly to Van Dieman's Land, they will probably shortly send vessels home direct. Van Dieman's Land was originally peopled from Norfolk Island; which place was abandoned eighteen years ago, it not having an anchorage where a vessel could lay with safety. The population at Van Dieman's Land has been increased since, by the most refractory and worst description of convicts, and lately by a good many settlers from England. The society, till lately was therefore on a very moderate scale, and crimes are very frequent. Men rendered desperate retreat to the woods; or, as it is termed, go a bush-ranging, and rob to supply their wants, and often commit worse crimes. There were executed in 1821, above 10 persons, besides a number sent to the coal works at Newcastle. This, in a small population of 6000 persons, is very lamentable. A number of free settlers, having lately gone with their families, will improve the colony, by setting a good example to those born of convict parents, many of whom are fast approaching to maturity.

The immoderate use of spirituous li

quors is the great bane of these colonies; a plentiful supply of that, and of Brazil tobacco is their *summum bonum*. It is, at the same time, gratifying to say, that a great proportion of the children of the first settlers are not so addicted to drinking; and would, with proper care, and having a good example before them, become useful members of society. A merchant told me, there was more profit to be made of a puncheon of rum, than of the best farm in Van Dieman's Land. That, however, can now no longer be the case, as rum is plentiful; and so perverse is human nature, that the desire will decrease in proportion as the facility of procuring a favourite indulgence is increased. The children born in those colonies, and now grown up, speak a better language, purer, more harmonious, than is generally the case in most parts of England. The amalgamation of such various dialects assembled together, seems to improve the mode of articulating the words. The children are tall and well made.

The Aborigenes of the country are not numerous, sometimes 50 to 60 men,

women, and children are met with. They are perfectly harmless, more from ignorance than any other cause. A man with a single musket will make them run. There have, however, been instances of stock-keepers, at distant stations, having been murdered. They are a distinct race from the New Hollanders, having woolly hair like the negroes, whereas the New Hollanders have coarse lank hair, quite black. Both races are in the lowest scale of human beings.

As in all small societies, there is not so much of that liberal feeling which prevails in large cities, so in Hobart Town, the different families are not upon that footing of mutual good will, which would be productive of happiness to themselves, and of great advantage to the rising prosperity of the colony.

From what has been said, it may be necessary to give an opinion of Van Dieman's Land as a colony. It is certainly not a well watered country, (with small streams such as water our own country) but probably springs yet undiscovered may be found on the sides of those hills with which this island

abounds. It is mostly a woody country, except those large extensive plains found in different parts, which would maintain large flocks of sheep, as well as the hill sides themselves.

To clear the land requires great labour. There are two or three modes of clearing. One is, by cutting the tree down, and then stump-rooting it, as it is called; which is done by digging round the roots, cutting the various branch roots, and then completely drawing it out from the earth. The tree and its branches are then disposed as near each other as possible, a fire is made with dry wood, every 8 or 10 feet along the tree, which burns right through it; so that trees, 30 to 40 feet long are cut by fire, when they are more easily burnt by drawing them together, and with dry brush-wood completely burn them. Others again, cut the trees and branches down, and destroy them by fire, letting the stumps stand a season or two. They then raise a mound of turf around them, with a small vent, which being set fire to in the inside, burns like an oven. This mode completely burns the root,

as well as most of the branch roots, the fire spreading under the surface of the earth. An objection I have heard to that mode is, that it vitrifies the earth, and destroys vegetation. I do not know, however, whether that is proved by experience. At all events, the labour is immense in clearing land, as they neither turn the tree, ashes, nor the bark to any account. A great proportion of the trees have very slender roots. It is not uncommon to cut round, at a small distance, the root of a tree, and let the wind blow it down. That, however, is a practice dangerous to the cattle. The wood is of a heavy kind, frequently large. It is almost all straight timber. Planks might be cut of it to supply the wants of an immense navy. Crooked timber is scarce. A great proportion of the trees are also either heart-shook, or decayed. Still, a great proportion of the trees would make excellent planks. It may be cut in any quantity, and any length. The roads and labour at present, with the want of proper timber carriages, will prevent the wood from being made use of for a length of time; and whether the plank is worth the labour of cutting and

conveyance to Great Britain is at present uncertain. The natural grasses of this country are capable of maintaining large herds of cattle, as well as immense flocks of sheep. With artificial grasses and good cultivation, any quantity could be produced and fed. Wool will be the only export for some time to Great Britain, unless the plank would answer the British Navy. At present, the inhabitants get their living too easily to expect that they will turn their attention to the advantages of the Colony, except where an immediate profit is to be reaped. Two-thirds of the wool raised is either destroyed or wasted; and it is only this year that any attempt has been made to save it. From the census of stock, Van Dieman's land is stated to have upwards of 100,000 sheep, a considerable number more than New South Wales. That colony ships nearly 150,000 lbs. of wool yearly, and is greatly increasing. In Van Dieman's land, I am persuaded, they might ship much more; and although perhaps not so fine, would pay the growers equally well, from their having a larger quantity in each fleece. I think too, that if pro-

per attention was paid to the wool, it would be as fine as New South Wales.

Any settler who leaves his home for these colonies, if he is a poor man, will get on much more easily in this settlement than in New South Wales, where the high prices of cattle will materially lessen his breeding stock to commence with. Horses are, however, dearer in Van Dieman's land. The climate is more natural to an Englishman; and neither the heats of summer, or cold in winter, will prevent the operations of agriculture, or impair or depress the physical powers of man. In the present state of the colony, the police, and safety of property is much inferior to New South Wales. That inferiority is, however, in these respects, likely to be remedied; as it is confidently expected, that a judge, and judge-advocate, will be appointed to preside in civil and criminal cases; which cases have generally hitherto had to wait those civil officers from Sidney, to the great delay and inconvenience of civil cases, as well as the bad consequences resulting from the long confinement of criminals. At present, the Courts in Van Dieman's land are confined

to sums not exceeding £50. The merchants, however, manage in their money matters to take notes for £50; say a debt of £500, take ten notes of £50 each, which brings them within the jurisdiction of their courts. Here, as in New South Wales, the trial is not by jury, but a bench of gentlemen of the colony, who settle disputes when within the above named sum. The criminal court consists of a presiding judge-advocate, with two officers of any detachment then in the colony. Van Dieman's land will more rapidly increase in value, than New South Wales, from its natural confined limits; and land is saleable now at from 5s. to 7s. 6d. per acre. There is generally too little attention paid to the qualifications of persons receiving grants of land. No person should receive it, unless he either employs a capital to improve it, or resides on it himself.

On the 5th January 1821, the Skelton having taken on board a quantity of the wool of the colony, and some provisions on freight, we proceeded to Sidney in Port Jackson.

The day after sailing, though a fine time of the year, the seasons in the south-

ern hemisphere being opposite to ours, we experienced a strong gale from the northward, with a very unpleasant sea, which we had rarely experienced the whole of our voyage from Europe. It only continued a few hours, when we got a fair wind. On the 10th of January we were off Jervis bay, and congratulated ourselves on reaching Sidney the next day, it being only about twelve hours sail distant. We were, however, disappointed. The wind came foul; and a strong current from the north also set against us; and instead of reaching Sidney as we expected, we did not get off the heads of Port Jackson until the 17th January. At the latter part of a southerly gale, and during the regular north-east wind, which blows nearly all the summer months, there is a strong current running along the coast, at the rate sometimes of two miles an hour. I think it runs from north by east, to south by west.

After making the entrance, near which, on the south head, stands a conspicuous light house, we got a pilot on board. The wind was down the river; we, however, having a flood tide, beat up to Sidney Cove, distant about seven miles

from the entrance. The only danger is a shoal, called the Sow and Pigs, which lies near the centre of the river; it is, however, easily avoided with a leading wind. This shoal is nearly dry, and is just abreast of the light, within the South Head. Near the entrance of the cove at Sidney, we were met by the naval officer, who took the ship's papers. On the next day, the passengers for New South Wales disembarked; and we proceeded to land the remaining part of our outward cargo. The town of Sidney contains a great number of good houses. We were, however, struck with the barren appearance of the sides of the river, which is mostly all rocks, covered with small trees and brush wood. The river has many coves, all of which are excellent harbours. Sidney Cove is perhaps as secure a harbour as any in the world. It would contain a large fleet of merchant ships moored close. It being rare to see more than 10 or 20 sail of vessels, they moor with two bowers, and swing.

The wharf at Sidney is tolerably commodious for landing goods. It would be, however, a great facility to business, if

cranes were erected, which might easily be done, as there is plenty of hard timber, which would answer the purpose. The price of iron is also much reduced. It is not more than £17 to £20 per ton. About eighteen months before, £80 to £90 were paid. The market for merchandize is at all times uncertain, and extremely fluctuating; as, in a small population, there is but a trifling demand for any one article. Mercantile speculation being directed that way, a glut of most articles of merchandize will most likely ensue.

The principal supplies for the convicts is sent from the mother country; it is therefore to be recollected, that the merchants' consumption is only among the free settlers, and the families of those who have become free. Sidney is supplied with rum, tea, sugar, &c. from China and Calcutta. Good green tea was worth, by the chest, 2s. 6d. per lb. and sugar, by the box of 1¼ cwt. about 5d. to 6d. per lb. The Isle of France also sends sugar and rum; and such articles as they have a surplus of from Europe are also sent, viz. French brandies, wines, &c.

The Isle of France being made a free port, all European goods will find their way, either from thence or from the Cape of Good Hope, independent of the direct supply from Great Britain.

To speak of the face of the country: it is all covered with wood; and, till you get nearly 20 miles into the country, the land is in general very indifferent; more especially near Sidney, it is not worth the cultivating. The soil 20 miles back improves, and 40 miles inland is very good. The expenses of firing land effectually is from £5 to £6 per acre; and a strong bar fence, which is the best, costs about 3s. per yard. It is to be recollected, that these payments are often made in property, which is sometimes 100 per cent above the real value, thus materially lessening the expense. A person intending to clear land, either after receiving a grant, or purchasing, carries into the country, if he has capital, a chest of tea, half a ton of sugar, and slop clothing, which he pays away to his workmen at a considerable advance. With rum, tobacco, and all other articles he does the same. Therefore, a man who goes out with a full intention of

settling, should take care to provide himself with as many of these articles as it would be advisable to purchase with the means he possesses. England, at present, is decidedly the best market for spirits, clothing, and sugar; the latter article from Calcutta is at present very little higher in London than at the shipping ports. The high rate of freight which the small India vessels charge to Sidney, makes their goods quite as high as when exported from Great Britain. Good sugar from £40 to £45 per ton; Hyson skin tea, per chest, £7 to £8. Bengal rum, duty paid, 18s. per gallon. This is 33 per cent over proof, which of course reduces it to 12s. 6d. London proof.

It is likely that the Bengal rum will begin to get out of use, as the duties on spirits are to be levied on London proof, not on quantity as heretofore. This regulation took place 1st January 1822. Permission has also been given to distil. The advantages offered to distillers are very great. They are only to pay 2s. 6d. per gallon on home made spirits, whilst 10s. per gallon is charged on all imported. This permission has for its object

the encouragement of agriculture; but such is the apathy amongst the agriculturists, that I am doubtful whether grain in sufficient quantity will be raised in a short time to answer such demand as would be created by distilleries. That apathy in agriculture is however by no means general, as many gentlemen of liberal ideas have certainly done great good to the country, by shewing the capabilities of the soil, and the advantages to be derived from good management. It is, however, to be remembered, that these gentlemen have expended a large capital in these improvements, which will not perhaps make a return equal to their expectations; yet the prospect of gain from these improvements rests on a good basis; and as time rolls on, will ultimately enable them to realize a handsome return for the capital expended.

I saw a few paddocks of clover and English grasses, in as good condition as I have seen the same fields in England. The wheat, at least what I saw, is not so good. The wheat ripens too quick, and the want of slight showers prevents the grain filling in that way which it

does in cooler latitudes. All kinds of agricultural implements, such as carts, waggons, ploughs, &c. are tolerably cheap, about 20 per cent dearer than at home. Threshing machines are scarce. A few on a small scale are wanted for the smaller class of settlers. The iron work only should be taken out, the wood work can be done there. Carts, ploughs, &c. are sent from Sidney to Van Dieman's land, where the high price of mechanics' labour makes those necessary articles much dearer. The market at Sidney, on Saturday, is well provided with grain, poultry, and vegetables. It is fashionable for the ladies and gentlemen to go early on that day to assist the markets by their presence. The potatoes grown in this latitude are not nearly so good as in Van Dieman's land. But they have good vegetables all the year round.

The orange, mulberry, apples, and pears are very good, as also the grapes. I do not think, however, that near Sidney, the vine could be planted with advantage for the making of wine. At present, these colonies are too young; and unless an attempt was begun on a

large scale and well supported, it would most likely only end in the ruin of the first speculator. Oranges and finer fruits are sent to Van Dieman's land, for which returns are made in grain, salted meat, and potatoes.

In speaking of these settlements, it of course refers only to such parts as are in use, which is hardly a unit of the whole. The immense extent of Australia is such, and so little has yet been discovered of what it is really capable of, that it is difficult to judge what it may be hereafter. The settlements, I think, should extend to the south principally. Government has lately sent a colony to Port Macquarie, about 160 miles north of Sidney, to form a new port, to which it is meant to send refractory convicts. Those from Newcastle are expected to be removed, and the coal works disposed of, which is the best mode of bringing the settlement of Newcastle into use. From information I received from a gentleman of good observation, the advantages of good soil and water carriage is very great at Newcastle, and the river on which it is situated.

The land is excellent pasturage, both

for cattle and sheep. It also abounds with valuable timber, which, situated near the water, may become of great value. The mouth of the harbour at Newcastle has about 12 feet water at high tide. Its rise and fall at spring tides is about 6 feet. The near vicinity of Sidney to Newcastle by water carriage is such, that settlers would more easily get their produce from thence than from the interior of New Holland; and as the pasturage is stated to be excellent, all the best productions of the colony may be raised on the banks of the river. A vessel from Sidney frequently makes two trips in the week to Newcastle; and if steam packets were established, could go backwards and forwards three times.

New Holland has unfortunately no rivers of any magnitude which penetrate into the heart of the country, more than from 20 to 35 miles.

The river from Botany Bay is navigable for large boats to Liverpool, a place 21 miles by land from Sidney; but it is very little used. This river is extremely winding, not less

than 40 miles from Botany Bay to Liverpool.

Liverpool has a handsome brick church, government store, jail, and neat parsonage, with perhaps about 40 scattered houses.

This town must, however, rapidly increase, as it lies on the main road to Sidney from several fertile districts, where settlements of magnitude have been formed.

The river Hawkesbury has its mouth in Crooked Bay, about 14 miles north of Port Jackson. It runs up to Windsor; and for small craft, is navigable some distance above. There is water of 10 feet for vessels. The river at Windsor is as wide as the upper part of the Medway. It is with astonishment you are informed, that this river, in heavy rains, swells from 40 to 60 feet. Nothing but being on the spot, and seeing evident marks of the inundation on the banks, could have made me credit it.

These heavy rains completely flood the Hawkesbury lands,—a fine flat district of land so called. This land owes its fertility in a great measure to these

floods. They are now beginning to turn it into artificial grasses, and choosing places for wheat out of the influence of these floods, some seasons having occurred, in which their crop, dwelling-house, and cattle have been swept off. The town of Windsor had a very good country church finishing, when I was there, in a handsome style, together with a very handsome cottage belonging to Government. A Government store, jail, &c. form the other public buildings. This small town is the prettiest situated place I saw in New South Wales. It is situated on the banks of the Hawkesbury, 36 miles from Sidney, on a gentle eminence. It is frequently surrounded with water. The Hawkesbury, from where it flows is, I understand, very winding, and takes in a large district of country, which in most parts is not occupied.

The Steam-boats could be used with great advantage on these rivers. One evil at present is, that in the floods, the force of the current sweeps down trees and brush wood, which makes the river dangerous to navigate, until the situation of these trees are known; and suc-

ceeding floods frequently alter their position. Government ought to burn off, and clear all the land for a moderate distance from the banks, which would prevent the rivers from getting choaked; and all grants given on the banks of rivers, should be given on condition of the settler clearing the land within the influence of these floods.

It would save Government a great sum of money per annum, if they had a steam packet from Sidney to Newcastle. There are 8 or 9 months in the year, that such a vessel could go with ease, the weather being very mild in summer months. Nor do I conceive any risk, as she might be fitted with square sails to use occasionally. Two sets of apparatus should be sent out with Dantzic fir plank to her; the ribs could be procured easily near Sidney, at no heavier expense than American oak. Those steam boats which are on the Clyde, would also do well on the river Derwent, which is like an arm of the sea. She ought to have a platform on which sheep or cattle might be transported, as well as room for carrying wheat or other goods. In Van Dieman's

land, there are none of the disadvantages of foul rivers. It is not subject to floods. Only such rains as are common in our own country. In every new country, every machine which lessens carriages and labour ought to be attempted. The want of a secure conveyance for grain, is much felt on the river Derwent, as some of the settlements lie wide from Hobart Town, at the Coal river and Pitt water; which produce has to be transported by open boats, often the cause of damage, and not unfrequently of plunder.

A steam-boat, sent out in frame, with Baltic fir, exported to plank her, would pay on that river, better than any steam boat Company in the mother country.

Paramatta is the largest town, excepting Sidney. There is a good church, Government house, barracks for a detachment, jail, and a factory of a very handsome appearance for such transported females as are not taken into the service of those settlers who require female servants. They are employed in manufacturing coarse cloths, and pay for their wool in kind. The surplus, I suppose, is applied to government purposes. Paramatta

is formed into streets, has several good houses in it, and contains a considerable number of inhabitants. The parsonage house is a very handsome brick building, occupied by the Rev. Samuel Marsden, the first Clergyman in the colony, and whose exertions to bring New Zealand into notice are well known. Paramatta is situated about 20 miles by water, and 16 by land from Sidney; the river is navigable half way up, and has several extensive coves in it, which have sufficient water for any vessel. The banks of the river are however not fertile, except a few spots, which gives the eye some small relief in sailing up. The road to Paramatta is equal to the best roads we have in England. There is a turnpike at Sidney, and another at Paramatta. Considering the age of the country, and the rains which fall, which must have a tendency to destroy roads, these are in very good order, and are daily improving. The heavy rains of this colony is one of the draw backs from its natural advantages. It has another, which is perhaps as bad, if not worse: Some seasons a dry N. W. wind sets in, which completely burns up vegetation, and dries up

all the water. The cattle in such seasons have frequently perished. A kind of grasshopper, or locust, has also spread over the land, and ate up the herbage of the colony, not sparing the English grasses, but ate them also with great avidity.

During the season I was there, 1820-1, nothing of the kind occurred; yet the heat of summer was such as to depress and prevent those physical powers, which can be exercised in a more genial climate. Whether or not the native settlers, born in this colony, who have been long inured to it, feel such effects, I am not certain; but this much is certain, that the improvements of this colony are rather more the effect of government resources, than from those natural resources, which it might be supposed should exist in a country, given to those who choose to make use of it.

The new settlement about forming, is considerably north of Sidney, called Port Macquarrie. It has a bad entrance. One vessel was lost, which was sent down with the first party. To this place, as I have before said, convicts are

sent who come under the operation of the law.

It may be necessary to state, to persons wishing to emigrate to these colonies, that unless they carry out capital, they must work for such persons as require their services. They will, if clever and temperate, easily acquire the means of beginning themselves. Those who have capital, and begin judiciously, may locate themselves comfortably, either in this colony, or Van Dieman's Land. I would myself give the preference to Van Dieman's Land, both with respect to its present state and future prospects. All the land in the neighbourhood of Port Jackson, is already, or nearly disposed of, so that it would be necessary to move at least from 50 to 60 miles, or even further, to procure a settlement. Government have given large grants for different services performed, by purchases, and by other means. Within 30 to 60 miles of Sidney, the land has all fallen into the hands of, comparatively speaking, a small number of persons, who do not till the quantity they ought, in proportion to their extent, but use the land for grazing. Were a man to take his

grants in the centre of Van Dieman's Land, he is not further from a shipping place, than he would be now to take a grant in New South Wales.

Van Dieman's land has many natural advantages over New Holland for present settlers, and for future prospects. Its climate will not depress his natural vigour, but carry him to the close of life with a constitution unimpaired. Not that I mean to say, that Port Jackson is an unhealthy climate; but I do not think it tends to promote longevity. Van Dieman's land being limited by the ocean, the land will encrease in value with more rapidity. As population encreases, its circumscribed limits will always have that tendency. It possesses within itself sufficient quantity of good soil, capable of maintaining a large population. It wants nothing but a government to direct its inhabitants to industry, and to see its laws and regulations well enforced, to become one of the finest settlements that Great Britain possesses. Those who prefer New South Wales to Van Dieman's land, should retire back to Bathurst, about 120 miles westward, where they will find a country thinner

wooded, tolerably well watered, and a climate, in consequence of its elevation, much more cool than the neighbourhood of Sidney. The difficulty of land carriage is the great obstacle; but, as time rolls on, means will develope themselves, to carry back the necessary supplies, and return the produce.

The profits of the present agriculturists arise, first from the sale of cattle turned into the commissariat stores, for which he receives 5d. per lb.; wheat at 10s. per bushel; fat sheep sold to butchers at Sidney, about 7d. per lb. butter about 2s. Cheese is also made, and fetches from 1s. to 1s. 6d. but it is inferior. Those farmers who have English grasses might soon make as good cheese as the second sort of England. At present they do not well understand the management of the dairy; and probably the cattle going in herds with the calves, not in inclosures as in England, may have some tendency either to lessen the quality or quantity of the milk.

In New South Wales, sheep were worth from 20s. to 30s. each in flocks. Merino rams from 8 to 10 guineas, ac-

cording to the different blood or crosses from an original inferior-woolled sheep.

The original were either the Cape or India, with now and then the occasional introduction of improved English ewes; by the introduction of Merino, valuable woolled sheep have been raised. Some gentlemen have entire flocks raised from those imported. The Merino itself improves by the feed and the climate. In the colony I saw amazing fine wool; nor can I conceive that better can be raised in the world. The flocks of John Mac-Arthur, Esq. are the finest in the colony. His arrangement is, I understand, excellent. Other gentlemen have also the same flocks originally from Mr M'Arthur. In consequence of the depression of wool in England, the finest did not sell for more than 8s. 6d. per lb. in 1819, and the average not more than 2s.; which, considering the immense distance it has to be conveyed, a duty of 1d. per lb. on it bears heavily. It will prevent the coarser qualities coming in, if the law stands as it now is. In 1828, the duty on wool will be increased to 3d. per lb. which, with charges, at the above prices, will leave about 1s. 6d. per lb. That however should pay, reckoning

3½ lbs. per fleece,—which gives 5s. 3d. for the animal, besides the carcase. One shepherd, generally a convict, manages a flock of 300 sheep, he will cost his employers £32 per annum, leaving a yearly profit on the wool of £46, on such a flock, besides the increase, which will pay good interest for capital employed. It is hardly likely that this description of wool can ever come below that: therefore, a man who begins a system of sheep-farming, can hardly err in going upon this calculation. In fact, it is under the mark; more especially as I find the average price of wool from New South Wales is 50 per cent above that price: The lowest price being 14d.; and a few prime picked bales being sold for 10s. 3d. per lb: in the year 1821. The great bulk about 2s. 9d. per lb. The rearing of cattle is the most profitable; a herd of 100, being an average of all sorts, is worth about £8 per head. Such gentlemen who have an improved breed, ask high prices;—from £20 to £30 per head. They can shew as fine cattle as our greatest breeders. The Rev. Samuel Marsden has as fine stock as any gentleman grazier in England. There is a

great emulation for good horses and the finer sorts of cattle.

Good horses and improved breeds of cattle imported from England, if of *real* good kinds, would meet with a ready sale. Animals from the great breeders, such as a Coke or a Collings, would be well paid for.

The settler to this Colony should, immediately on arrival in Sidney, betake himself to the country, and begin his operations without delay, as waiting in Sidney has frequently proved the ruin of many who have gone out. He ought to consider *well* before he leaves England, whether he can retire into the woods, and hardly see a face or social being perhaps for months. When he has received his grant and pitched on the spot for his homestead, he ought to take as many necessaries as will serve him for a long time into the country. Those provisions which are allowed by Government, are generally furnished from depots, near spots intended for location.

The grant of land is in proportion to the capital he takes out; say, £500 will receive 600 acres, and if more capital, in proportion. The greatest grant is, I

understand, limited to 2000 acres. Such spots as are marked out for location, he should take care to examine well, taking the best advice he can get, either on or near the spot. Judging, however, a little for himself, always recollecting that water is of the greatest consequence. Roads, and the probability of an improving district, are things which he should weigh in his mind before he begins his labours. The settler should also take care, when he has fixed on his land, that he chooses the most fertile part of it. I had occasion to observe, that some settlers had begun their erections on spots of very bad land, whilst good soil in their grant was plentiful in other parts.

The man who receives a grant of 500 acres of land, which is a very small one, will be long before he clears 100 acres of it; it is therefore proper to have it as good and near his homestead as possible, to lessen the labour of his cattle, and connect the valuable part of his land under his immediate eye.

The number of convict servants allotted to a settler is about two men per 500 acres; at present there is no difficulty of getting more if wanted. Men

should not emigrate to these colonies unless they can draw these social comforts around them. A young man, with a good constitution, wife, and increasing family, will always have plenty of employment at home, in the duties, cares, and pleasures of his domestic circle. The prospect of independence, and provision for his children is certain, with common prudence. There are instances of merchants who have been unfortunate in commerce at home, setting down and making excellent farmers. Men advanced in life, originally farmers, will hardly do here. Their minds would be lost in the immensity of the objects to be undertaken. In my opinion, men advanced to 40 years of age will seldom be satisfied; their minds are too fixed with local attachments, ever to bend again to a new plan of life; besides, their life must be gone before they can feel the real advantages of an independent situation.

It is a very judicious plan for a person who has £500 clear on landing at these colonies, to rent a small farm for a season, near the spot where his own grant is, that he may have a home for his family,

whilst his own residence is erecting. The word *near* here used, may be understood from 5 to 10 miles. Such houses as our farmers have must not be expected. Huts of bark, or very mean wooden houses, are the first dwellings of a settler; and it is only when he has well fixed himself that he can hope to erect a good brick house. Above all things, he should beware of the merchants' books. He should on no account run in debt. Taking credit one year, will require the good management of five years to redeem it. For the idle and dissipated to emigrate to these countries is certain ruin. If they carry capital, it is soon dissipated in the colony, and may, as far as the amount goes, benefit the merchants or the colony; yet it is useless to such an individual, and he generally sinks into the lowest stage of misery.

A settler should lay in a large stock of clothing and other necessaries. Tools, axes, saws, nails, &c. it will be necessary to take out, avoiding bulky articles, as the transporting them will make them as dear as in Sidney.

Chairs and tables of inferior kinds may be got as cheap, or nearly so, as they can be exported. A few plough-

shares, and chains for harnessing bullocks. All nails should be fit to drive into the hardest wood.—Two thirds of the nails sent out are never used.—The axes should be the narrow chopping axe, well tempered. Carts, ploughs, &c. may be got as I before named, about 20 per cent dearer than at home. A few plough-shares of extra strength are also useful for a farmer to take out.

If two, three, or four families, actuated by the same views, should emigrate, and are formed of materials not too discordant, it would add much to their comfort and safety, if they could settle near each other, which might be easily done, by taking their ground in one. Then fixing on the most eligible spot for their hamlet, and cultivating the lands conjunctly, having an agreement amongst themselves, to parcel the cultivated land out, in proportion to the quantity each family has a claim to, either from proportionate labour, or from his original grant from Government. It would be difficult, I must confess, to get three or four families to unite in a place of that sort, unless they had minds of a liberal cast, or had been previously well

acquainted. In Van Diemen's land, for the safety of themselves and families, it would be of the greatest advantage; and even in New South Wales, it would be productive of the greatest benefit; besides, I think they would exert themselves with more alacrity, having a neighbourhood and society amongst each other. Men with capital might employ it to great advantage, if money was lent from merchants to settlers, at a moderate interest, on the same principle as it is done in most of the West India islands, taking security on the grant and stock. Shipments of wool would be made in return, and the lender would have abundant security for his original capital. The loan in good hands would produce a benefit to all concerned, and a commerce which would be of great advantage to the mother country. With respect to young men or others, desirous of trying these colonies as merchants, there is no want of that class. Almost every man of any property is already a merchant practically, from the way in which he pays his labourers. And for men wishing to establish themselves as regular merchants, there does not seem to be any

opening. The complaint is this, that there are too many of them already know the nature of the trade. Besides it is such, and the distance so great, that the commanders of vessels are the greatest dealers, excepting in the tea and Calcutta trade, in which branches there are two or three houses employed.

A Company associated for agricultural purposes, would also pay, if conducted upon proper principles. A joint stock company of two thousand shares, of £100 pounds each would succeed, provided Government would give a grant of land, commensurate with the capital. Large wool establishments might be formed, which would supersede the necessity of importing from Saxony or Spain. As for the latter country, there is no moral tie, to which we can be attached; the ingratitude of its present ruler being sufficiently obvious. A company of this magnitude would be the means of drawing a great number of persons thither, seeing the advantage and information which the possession of capital would give them. Bathurst is situated about one hundred and fifty two miles

from Sidney, over the blue mountains; there are depots established on the road for travellers and cattle; they are about 50 miles apart. Government at their resting places have a serjeant and guard with stores, for the safety of goods and property. The plains are of considerable elevation above the level of the sea. The roads through the mountains are at present very indifferent, but they are using means to improve them. Carts can travel with good cattle about 18 miles per day, allowing now and then a day for resting. Some settlers use oxen, others horses; half a ton is the general load. From Sidney they cross the Nepean river, which is fordable in dry seasons, and by boats in rainy weather. The land over the blue mountains is hilly, and covered with trees of a large size, embosomed in many parts with brush wood. Within 30 miles of Bathurst, the country gets clearer of timber, and is good grazing land.

This land is a mixture of forests and plains. On some plains you will have 100 acres of land quite clear. Then large trees from 100 to 150 acres more,

varying in size. This sort of country seems to extend for perhaps hundreds of miles. The natural grass is excellent for sheep and cattle. Wheat is subject to the smut. At present, at this distant station, inland from Sidney, there are no regular buildings except Goverment stores; the rest are huts and sheds, mostly occupied by the stock-keepers of such gentlemen as have not sufficient extent of land for their increasing stock on the east side of the Blue Mountains.

Bathurst Country is well watered. Plenty of fine streams run in the different valleys, which secure to the herds a regular supply of that necessary article. One stock-keeper generally manages from two to three hundred cattle. He is allowed a horse, as the cattle are apt to stray. They are branded with the mark of their respective proprietors; so that in case of different herds mixing, they are easily recognised.

One shepherd manages a flock of 800 breeding ewes, and sometimes a greater number is under a person's charge.—Where sheep have good pasturage, the fleece will sometimes run five pounds, the Merino three pounds and a quarter.

It is a mere matter of calculation, whether a man should begin with fine wooled sheep, or coarse. A poor man had better begin, I think, with coarse, and gradually improve. From 3 to 5 rams are allotted to a flock of 300 ewes.—The increase is about 350 lambs; if more is produced, they generally destroy them, to bring them to that level—they breed at two years old.

The weight of six-month lambs will frequently run from 50 to 60 pounds; and full grown sheep from 80 to 100 pounds. In improving the wool, they change the rams each succeeding generation, so that by degrees, if they are coarse wool sheep, they improve them to the finest quality.

A man who begins sheep farming, must pay particular attention to this subject, as the ultimate profit of his establishment will depend on his skill in the various crosses. I do not, however, mean to state, that none but real farmers can manage, keep, or direct an agricultural concern. Most of the present improvers and cultivators are men who have been brought up to very different pursuits.

The elevation of Bathurst is such, that for two months in winter, say from the middle of June to August, snow is frequent; it does not however lie long, and is too slight to require the cattle to be housed.

In summer it is very hot; the latitude at Bathurst is near the same as Sidney. The altitude of the sun causes great heats.

The diseases of sheep are not serious. The rot attacks the sheep in the entrails, but not nearly so fatal as in Great Britain. Bathurst may hereafter become a good fruit country, as it is somewhat cooler than Sidney. Grapes would grow on the sides of the hills, with a northern exposure.

It may be necessary to give some advice respecting the society a settler meets, and according to my ideas, how he should conduct himself to the different classes which compose the population of this colony.

Mistaken ideas are entertained respecting the treatment of convicts. It is not merely transportation to distant parts. In these parts, they are compelled to work for government, or for settlers who want servants.

Government having the first chance, naturally take all the useful mechanics, as well as the greater proportion of able bodied men. Parts are parcelled out to settlers, the remainder are put into barracks, and work in gangs on any improvement in the country. The settler at present complains much of the indifferent servants they get, few of them being fit till after a good deal of training. The settlers have to ration or victual them with 10lb. of flour per week, as well as 7lb. beef, or 4lb pork for the same time, and £10 per annum, to find them clothes. Those settlers, who manage well, allow their servants vegetables from their gardens, fruits, milk, &c. which is the best mode, as it would be ridiculous and improper to tie them down to a particular diet, in a country which is capable of producing articles of variety, more congenial both to the health and comfort of the servants. In such cases, parts of the before named rations is taken off, in proportion to the little extra comforts they receive. Ten pounds per annum is to find them clothes. This sum at the present prices of the colony, is far too little, considering the great prices which

from the distances and merchants' profits, are generally charged.

From the quantity of merchandize and clothing now finding its way out to these colonies, these high prices will be reduced. In Van Dieman's Land, £10 per annum will hardly find an entire suit, with hats and shoes. These servants generally make Kangaroo-skin jackets, and shoes of something of the same sort. Many of the settlers who are poor, frequently dress in articles of the same description.

When I was in the interior, some servants were very badly off for proper clothing, especially at the distant settlements. A good deal of the misery of these persons arises from idleness; at the same time, considering the unfortunate state of thinking in the colony, too little hope is held out to them. They certainly have all the privileges, when their sentence is completed, that other settlers have; but hardly any distinction is made, as far as regards their admission into respectable society. And although the Governor has endeavoured to break down to a proper level the distinction between

the two descriptions of persons, of which this colony is formed, yet these proper and humane views are thwarted, by men who could wish to turn these persons altogether into other sort of beings.

Many men have been sent out lately for foolish political notions, and many others for crimes of no great moral turpitude; yet, as far as regards their admission into society, they are confounded with the pick pocket, or professed London thieves. Many boys extremely young are sent out; and these boys, seeing that no advantage in life can possibly acrue to them beyond mere wealth, if they are sent for a limited period, are not likely to amend their lives, unless they may hope to merit the approbation of the society who take the lead in the colony. Many of the convicts are in a state of apathy, which is nourished from these causes.

This place ought to be a place of reformation, as well as of punishment; and the deserving convict should be raised in society as his conduct may merit. The distinction will be thought less of in the next generation, as the children of these persons are gradually becoming proprie-

tors. At present, it is not thought proper for a respectable free person to have a convict at his table, although he may have conducted himself properly since his arrival in the colony. Instances have occurred, where people have left the house, when a person of this description has been present at a dinner party.

The free settler, if he wishes to thrive in this colony, should be strictly obedient to the laws, as well as particular colonial regulations, taking care to inform himself of such as may interest or affect him. It is always to be remembered, that the Governors are despotic; and though the minister at home may give the most impartial orders to the Governors, yet they have in their power to do much for those who behave themselves so as to merit their approbation. I mention this, as I think, that those who go to these colonies, and find themselves at all disappointed, are often led to suppose, without just grounds, that the Governor has not done all that he might have done for them, and join themselves to parties which are inimical to him. Let the free settler never attend to any political squabble or measure, but stick to his

farm. He will there find employment enough, without minding matters which are out of his reach, and beyond his power to controul. He will in due time, if his conduct merits, and his abilities are fitting, be admitted to a proper share of the management of the state. The free settler, on going out, will naturally look for his acquaintances, among such as, like himself, have emigrated to these colonies from choice. He ought, however, to be cautious of his connexion even with those persons, who perhaps think a new comer is fair game, and that he ought to pay a little for his information and experience. He ought to buy, whether of free settler or convict, from such as sell cheapest. In fact, he ought to be very cautious,—friendly, but not familiar with any one, till he has sufficiently looked around him, to judge what connections it may be proper for him to form; always remembering, that time is precious, and loitering in towns very expensive. With respect to his conduct to the convict part of the population, he ought to be strictly just and regular in his own department, faithful in his transactions in business, and to treat

them in every respect with kindness; giving good advice, and, to those who are in need of it, such solid and substantial comforts as he can spare. These men are often represented as incorrigible. Many are so no doubt; but a much greater number might become useful servants, by holding out proper encouragement, and being faithful in promises made to them. The treatment of servants is also another part of the settler's duty, which requires great attention. Let the servants be well treated, and used as rational beings, and they will generally, unless desperately hardened, become more useful, than by any system of flagellation which can be invented; above all, supply his bodily wants of food and clothing with due care. Much depends on a settler's means, and his plans of life, how he can behave to his servants. Endeavour to bring them to the same situation as farm servants at home, and they will then become useful and industrious. In Van Dieman's Land, a country favoured by nature, the servants are in a wretched state; many settlers being so poor, that they can hardly supply

themselves with such articles as civilization deems indispensible.

All those Gentlemen, who are at present settled comfortably, and reaping the fruit of their early industry, formerly lived in bark huts; and I have been told, seldom came near Sidney, until they had raised a surplus produce, to procure what they considered necessary for their comfort.

Those persons who emigrate, must not at once expect the comforts which these people presently enjoy; they must remember the privations they formerly suffered, and the dangers they ran, both from the lawless nature of the population, and the fears of the natives, which are not yet entirely done away, although now, less fear is to be entertained than formerly on these points, from the improvement in the police, and the consequent greater security of property. Van Dieman's Land is in the state of nature, in which New Holland was 18 years ago; but it will advance much more rapidly in the same space of time than New Holland has done, supposing there be no particular government regulations made, which may impede its regular

increase in population and resources. Having stated these opinions respecting the colony at New Holland and Van Dieman's Land, I have only to say to such people as intend to leave their mother country, that if they are sanguine, they will be disappointed. A man with small capital can certainly use it in these colonies with more advantage than he can in Britain; but he must always bear in mind what he has to undergo, before he can reap its benefits. He must renounce the land of his sires; no easy task, almost all men having local ideas, which cling to their hearts. He must undertake a long voyage, which, though in the present improved state of navigation, takes much less time than it used to do, still is at all times a serious consideration to a landsman, and the more especially if he has a family to take with him. The voyage on an average is four months, provided the ship does not touch at any port on the passage, and four and a-half to five, if she stops. On landing, there will not be seen those fine fertile plains, filled with villages, farm houses, and other delightful picturesque scenes, which, in

suitable seasons, the mother country presents; he will view a mountainous, hilly country, covered apparently with immense large trees and brush wood, conveying no ideas, but what an immense country of forests gives to the mind. When he lands, he will be astonished at the prices which will be demanded for many articles, which to him have been as it were indispensible. He will land in a country possessing two distinct sorts of mankind. He will find, that he can hardly avoid attaching himself to one party; if to the free party, the other will say, "Let him alone awhile; the "swells will pluck him, and then he "will come to us." Such will be the discord and state of the people, and which he will feel if he is a man of observation. For although outwardly society goes on quietly from mutual interests, yet it requires very little observation to discover, that many foolish envious feelings are at the heart. Perhaps in all societies, it is in some measure the same, but here it is more strongly felt. The settler should take care to attach himself to no party, as I before stated, but act for himself according to

the plan which he may have chalked out. Farming, I repeat, is the only business a man can pursue, if he possesses particular abilities; and if those abilities are wanted at a price which will answer his purpose better than agricultural pursuits, then let him act upon them. He will find, when he obtains his grant of land, that he must renounce even the society of the place he lands at, and retreat into a country, filled with huge trees, which he must cut down and burn off, before he can sow any grain; he will be accompanied, perhaps, with three or four convict servants, who having no tie in society to bind them, will generally endeavour to rob him of all the little moveables which it is necessary for him to take into the country. He will be in constant alarm from the dread of bush rangers.—He must vegetate, as it were, for a season or two, before he dare venture to leave his house to procure such little luxuries as he feels are wanted.

I have before mentioned, that, in my opinion, good practical farmers from England seldom do better, or even so

well in the colony, as those who know little about agriculture. He leaves England, where, perhaps, he resided on a fine fertile spot; and to him the idea of turning forests, never ending forests, into corn lands, seems an Herculean task, above his powers. I do not mean by these observations to give it as my opinion, that a merchant or shop-keeper would do better than a practical persevering farmer; but those farmers who emigrate from well cultivated spots, seldom do so well, as those from barren, bleak, woody, or mountainous countries. The settler, supposing him to have means enough to purchase a small herd of cattle, a horse or two, with a few sheep, will have to improve these in quantity and quality; his pasturage being in an uninclosed country, it must take some time, even with a moderate stock, to turn any into store, or to merchants' account. He will, therefore, for at least two years, have hardly any thing, except his own resources, and the six months rations which Government allow settlers and their families. These rations are one pound of beef, and one pound of bread, per day, for each person.

The regulation which Government have of giving encouragement only to such as possess £500, is a very proper one; as with less, they can hardly commence a system of farming. Active prudent young men here, however, soon acquire that sum, supposing they are possessed of abstemious and prudent habits. It is certain, however, if a man goes out with nothing, he must work for others, till he has procured enough to set up for himself. He will sooner do it here, than he could do at home.

Having now stated many disadvantages which arise to an emigrant to these colonies, it would be fair to state what his probable advantages are, always premising that he be a steady, careful, abstemious man, industrious himself, and his family the same. The advantages are, that he becomes a proprietor of what cannot be taken from him, excepting from imprudence or folly. After his hard day's task is done, he can reflect, that the produce is his own, no rent to pay, every exertion he makes is solely and exclusively for himself or his descendants; the extent of his fa-

mily need not alarm him, as land is plentiful enough, and his children having nothing to recal past old times, will more likely become, what is most respectable in life, a considerable land proprietor. It is also pleasing to see the contrast, as his operation in farming goes on, between the woods, and those fields which have been formed by his industry. These advantages, it is true, are perhaps imaginary; but, in fact, most of our enjoyments are but the sweets of imagination.

In going out, I before mentioned, he should take along with him many useful articles, which would prevent the necessity of purchasing in the colony; particularly all kinds of edge tools, tempered to cut hard wood; also such articles of clothing as will serve a considerable length of time.

The price of all articles for use is getting cheaper, so that it may be supposed, that now the settler will not labour under the disadvantages his predecessors did, which were very great.

The intercourse between New South Wales and England, is now so quick, that conveyance is very regular for goods and passengers, and is likely to

become more so, as a spirit of speculation is extending that way. The intercourse between the Mother Country is such now, that any communication useful to himself, can be forwarded to his friend at home; and I have no doubt but the observations I am going to make respecting the probability of the increasing trade of these colonies, will continue to take effect.

Distillation being allowed, it will have a tendency to encourage the growth of grain. From the settlements of Van Dieman's land, a trade might be carried on to advantage, with smart sailing vessels, to Rio de Janeiro. Cargoes of from 5 to 8000 bushels of Van Dieman's land wheat, can always be disposed of there at a good price. The only objection is the length of the voyage. I think in suitable vessels the passage will rarely exceed 68 days from Hobart Town by Cape Horn. It is to be recollected, that rounding Cape Horn from the westward is an easy passage; and, which is of consequence to the carriage either of wheat or flour, is altogether in a cool climate. American vessels, during the late blockade at Lima, carried flour

there from New York; and Rio de Janeiro is regularly supplied from the Americans with flour, as well as wheat from other places, even from the Black Sea; and I see no reason why either wheat or flour cannot be run into South America from Van Dieman's land at all seasons, when there is a surplus in that colony. At any rate, the attempt should be made, and I have little doubt of its successful result. Rio de Janeiro gets wheat from Valparaiso; and that wheat is not worth so much as Van Dieman's land wheat, by 2s. to 3s. per bushel. Besides, England is a favoured nation in the admission of either this or her colonial products; the duties being 15 per cent, and from all other countries 22 per cent.

Rio de Janeiro, for those articles which are greatly in request at present in these colonies, is also an excellent port for sugar, *low wines*, and a very particular kind of tobacco. These articles, when in exchange for wheat, should be allowed to come into the colonies, only providing against the admission indirectly of foreign manufactures. These observations are perhaps premature; yet, from the

great emigration to these colonies, it may be fair to suppose, that ere long a quantum of grain will be raised, which will require a vent for surplus produce, and give an encouragement to the industrious settler, as well as the enterprizing merchant.

In the present state of agriculture, it does not keep pace with population, from natural and external causes, and this is the reason of present high prices of farmers' produce. Besides, in the earlier period of the colony, every season was by extremes, either a glut or a famine, which had a tendency to distract and counteract the efforts of the real plodding farmer.

With a more extended population, it is always best to have too much, and try to find a vent for spare wheat. Only one cargo of flour has yet been exported, and that a few years ago, to the Cape of Good Hope. It did not however answer. The flour was badly packed, and was in bad condition when it arrived; and its passage so long in warm latitudes must have had a tendency to produce that consequence.

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Australia has not yet been able to export salted meats. Indeed, this article was in great demand in these settlements, in 1821.

I was much surprised when at Sidney, in a store, on looking at some trunks of clothes standing in a warehouse, to hear the merchants state that they were brought from Canton. The East India Company exports a limited quantity of goods to China. The woollen cloths carried to Canton are bought by the industrious Chinese, who make them up into clothes; and when vessels arrive from Port Jackson for teas, these clothes are bought by their supercargoes, and imported into Australia; the Chinese tailors getting the benefit of making them. To what extent such a traffic may be carried on in other places I am not aware; this shews the articles that we are, as it were, forcing into China, are by the acuteness of the Chinese, turned to advantage, in employing their own mechanics.

On the 10th June, having now on board 181 bales of wool, about 40 tons of timber and plank, the latter of excellent dimensions for size, either for ship

building or other purposes, together with 1680 kangaroo skins, a small quantity of wattle bark, and 2800 ox horns, we left Port Jackson for Hull, intending to touch at Rio de Janeiro, to fill up our freight, and such other commercial purposes as might be advisable. On the 11th we fell in with the Coromandel store ship, Captain Dounie, with spars on government account, from New Zealand. This ship was supposed to have gone home from that island. Falling short of provisions, she was proceeding to Port Jackson to procure a supply. After receiving letters, and exchanging mutual civilities, we proceeded on our voyage. We got easterly winds, which drove us near Lord Howe's island, which we made, and then tacked, and stood to the southward. On the 23d June, about midnight, we made the Three Kings, three large rocky islands so called. Next morning at day light, we saw the north end of New Zealand, seven leagues off. We proceeded, after taking a new departure, expecting at that season to fall in with strong westerly winds, on our passage across the Pacific to Cape Horn.

We however, had moderate weather all the way. Our passage was a good deal impeded with a strong easterly swell against us. We were only five days without observation at noon on the whole passage, at a season nearly parallel to our depth of winter in the northern hemisphere. On the 27th July, being then in lat. 58. 10. S. and 100 W. lon. we fell in with a large iceberg. Commanders of ships, in thick weather, or dark nights and strong winds, should keep a good look out, as we felt no change in the air, which gave us the least warning of an approach towards ice. Light winds and foggy weather frequently denote the approach of it. The iceberg was about 45 feet above the water, and I think it was nearly 250 yards in diameter. Several small pieces were detached from it floating about.

The next day, in lon. 96. 30. W. we saw indications of land to the southward. I am inclined to think, that some islands or land exists in that part. On the 3d August, at day light, we made Diego Ramires, three rocky islands which lie a little to the south west of Cape Horn;

and at noon we made Cape Horn itself, which we passed very swiftly. Cape Horn presents a rugged coast, very much jagged in some parts, resembling a cock's comb.

The land of Terra del Fuego appeared backward, covered with snow, and very mountainous. I had prepared the ship to encounter hard gales, but was agreeably disappointed, as we had generally stiff gales, but hardly ever an over-blast. The thermometer was never below the freezing point.

On the 4th August, we saw Staten Island. That afternoon, a gale with snow showers came on at S. E. I thought it best to run before the wind, within the Falkland Islands. This was the strongest gale we had on the voyage, yet was not near so heavy as those hard N. E. gales which prevail in the German Ocean. In rounding Cape Horn from the westward, it is seldom a dangerous voyage, as the winds and current are always in your favour. For the same reason it is difficult to beat round Cape Horn. The Winter months are the best for the passage. About the Brazil coast, the winds in June, July, and August, are

much more variable, which enables a ship to take the advantages of them to double the Cape.

We made the West Jasons, three Islands which lay to the north-west of the main body of these islands, early in the morning, on the 6th August; having had rough weather, with heavy snow showers, all the preceding night. From these islets we shaped our course along the coast of South America. On our passage, which was very fine, we saw a great number of whales, sporting near the Brazil Bank. On the 22d August, in the evening, having nearly run our distance, we lay to till next morning. At day-light we made the land, and saw several vessels from various quarters, steering to the same ports as ourselves. At 9 o'clock, we made the Sugar loaf hill, and Round Island, which lies near the entrance of Rio de Janeiro. At noon we passed the Fort, and were visited by the Custom-house boats, who directed us to an anchoring place. We here found we had anticipated time and tide. No vessel had touched at Rio de Janeiro from Port Jackson for five years preced-

ing. We found here the Royal George merchant ship, having on board, Sir Thomas Brisbane and suite, the new appointed Governor of New South Wales, and the John Barey with male convicts, both bound to the settlements we had left. Whilst we were there, the Providence Female Convict-Ship also arrived to procure water, and to correct some insubordination amongst the crew. The jealousy and restrictions with which strangers were admitted to this port formerly, are now much ameliorated, most likely since it became a royal residence; and though some regulations are absurd and frivolous, yet there is nothing particularly disagreeable.

For the information of persons touching at this place, I may state, that if they land for a few days, it is necessary to have a passport for leave to depart, which ought to be applied for a few days previous to sailing.

On the arrival of the Court, Rio de Janeiro became a place of great trade; but it most likely will lose a considerable part of its trade, since the departure of the Royal Family, unless an in-

dependent Government be established. British goods of all kinds were remarkably cheap. Hardly any thing sent from England would pay in that market; nor could their produce be bought at prices which would warrant a hope of a profitable result. Several cargoes are shipped from this place, to various ports in Europe direct; so that the English market is not now the only one they possess. To this place, the produce of all the Mediterranean ports is brought. The Americans have also a good deal of trade in flour from Philadelphia, New York, &c. I have before stated, that a profitable trade might be carried on between this port and Van Dieman's land in wheat, which would most likely be allowed; as an export trade would give the greatest encouragement to the grain of that colony, even greater, and more useful than distilleries.

South America is in a complete state of revolutionary ferment. Whether the people are ready for a representative government is to me doubtful. In the streets, you frequently hear the slaves, natives of Africa, chaunting a constitu-

tional song, who, of course, can know nothing about the meaning of it. The slave trade is carried on to a great extent. Vessels are frequently arriving at various ports of this continent; and slaves are consequently worth little more than one-third of what they are in the British West India Islands. This naturally gives planters on this coast a decided advantage in raising sugar and coffee, particularly the latter; which being in great demand on the continent of Europe, is now planted, and *planting*, with considerable advantage, in many cases with British capital. Sugar from Rio de Janeiro to St Petersburgh, Hamburgh, and all the larger European ports is also sent, for which the staple commodities of those countries are returned. Russian cordage and canvas, helps to pay for what she gets. From Catalonia, and other ports, great quantities of wine are imported. The quantity of that article consumed by all classes is very great. A Portuguese gentleman takes Port wine to his breakfast; and the lower classes drink great quantities of Catalonian wine, which is worth in the markets from £7 to £10 per pipe. The abolition of the slave

trade was certainly one of the noblest acts of the British Legislature during the last reign; but its complete abolition is a thing more to be wished for than expected; nor will it take place until there is a thorough understanding between the respective governments. As the case stands, the decline of our West Indian Islands must be naturally looked for; the restriction on them, and weight of capital, will totally prevent the possibility of competition.

Our colonies in Australia, are by no means ill suited for an extensive trade with this country. Its surplus produce, in fact, can hardly find any other vent. Good hams might be made for the Calcutta market in Van Dieman's land. That is, however, a trade which would affect the Yorkshire and Cumberland products. If you send wheat or flour to the Cape of Good Hope, they rarely want it; if to the Isle of France, Algoa Bay settlers are already busy in clearing land, and cultivating produce for that market. There appears to me no likely vent for that purpose, but South America, just within the tropic. The wheat, being good, will generally sell.

The bonding system allows almost all foreign commodities to go to British colonies; therefore, many articles we manufacture have no real preference, except in the mother country.

The rate at which freight could be got from Rio de Janeiro was so low, that there was no inducement to take it in. Having completed filling our water, we left the harbour on the morning of the 24th September. On the 27th September, being then in lat. 21. 49. S. long. 39. 20. W. at eight in the morning, saw two vessels, a schooner and a sloop, considerably on our weather beam. About half an hour after, the schooner bore up, and came right down before the wind. The sloop also tacked, but kept her wind. In a short time the schooner came near us, when he hove to on our weather quarter, and seemed making preparations to attack us. We at the time were under a press of sail. As soon as his preparations were completed, he bore up into our wake. The vessel sailed much faster than us. We were then going nine knots. We had made all the preparations in our power, and I had stated to the men my plan of defence, in case he

attacked us. We were much higher than the vessel, and I thought as there was a rough swell he would not attempt to board us. I hailed him, and asked his reason for chasing us. To this he gave no answer, but asked us where we were from. I answered New South Wales. He repeated his question, and got the same answer. He seemed to hesitate; and a man from his mast seeing more people on our deck than was usual for such a vessel, having on board 12 passengers, amongst whom was Lieut. Waddel of the 48th regiment, who at the time was dressed in military costume. To the repetition of my question, why he chased us, he briefly answered, "We are from Nan-"tuckets, and be damned to you." He then bore up, and we were well pleased to get clear of such a customer. I had heard, previous to our leaving Rio de Janeiro, that two pirates, or insurgents, were cruizing near the line. These two vessels had much that sort of appearance. Most probably they were from America, bound to the north-west coast of the Pacific for furs, and were willing to pick up a few dollars in hand, in case the fur trade should be unsuccessful.

On the 17th October, we crossed the line, and on the 24th November we made the Isle of Wight, where we landed part of our passengers.

Next day, we landed the mails, &c. in the Downs, with a few passengers, and on 27th November, we got into the Humber, where I received orders to proceed to Leith, at which port we arrived safe on the 5th December, 1821, after an absence of nearly 18 months.

STOCK, &c.

OF NEW SOUTH WALES.

THE Census of population, given at the end, is, I believe, not so accurate as it ought to be, though it was furnished me by a person who copied from the official account. Some irregularity took place in taking the census; and Government, I believe, gave directions to take it over again, it being supposed that there was more than 30,000 people in New South Wales alone.

The report at the end of Van Dieman's Land, is a later statement of inhabitants, stock, land in cultivation, &c. and being from the highest authority, may be considered right. It will however be kept in mind, that the population is constantly varying. It sometimes occurs, that four or five arrivals of convict ships take place, having on an average 150 each, in the course of a few weeks.

The quantity of land in cultivation, and stock, I should think somewhat

exaggerated. As it is the interest of the settler to swell the amount as much as he can, his turn into store being in proportion to the quantity of cleared land and number of stock of Van Dieman's land.

The money drawn from Government for the support of convicts, civil officers, &c. cannot, I think, be less than £50,000 per annum. The value of produce from Van Dieman's land, sent to Sidney, either for market, or to be shipped for England, may be estimated at £25,000 sterling; expended by foreign vessels, say £4000, which makes £79,000. I should think, on the whole, that is rather below the mark. The value of produce of Sidney varies much.

I have no positive account of the sources of revenue of New South Wales, but it may be estimated at £170,000; there being more money expended by foreign vessels than formerly; and the exports are beginning to be of considerable value.

The duties on the three articles, of spirits, wine, and tobacco, raise a revenue of near £65,000. This money is expended

tler. Of one thing he must be cautious, not to begin pell mell, as it were, to cut down trees, and exhaust his capital, but begin moderately, till he draws from the land itself the capital to improve it. Many settlers have deranged their fortunes considerably, by beginning in a rash manner. These are all general observations; but experience shews, that they are necessary for those intending to emigrate. The number of servants allotted to him, is in proportion to his grant, say two servants for 500 acres; these servants are allowed, as well as himself and family, 6 months rations, which he can take as he requires. Government allows those settlers, on outskirts, to receive their rations from some settler near him, who has already got stock and grain.

By the Act 53 Geo. III. chap. 155, sect. 89, it is permitted, that any decent person may settle in these colonies, the limits extending to places beyond 150° East longitude. It is not however advisable to proceed, without having a letter from the Secretary for the colonies. Leave is generally obtained, on sending to the Colonial Office, inclosing

is very trifling, say about £7 : 10s. for each 1000 acres, and if less, in proportion.

In pointing out what articles a person should take out, it depends so much on the plan he intends to pursue, that it would be necessary to know that, in the first place, before a decided opinion can be given. Of clothing, he ought to have at least two to three years for his own family, and the servants he will be likely to employ. All his iron work should be of the best kind; and if he has a capital, he would be prudent to take with him 2 or 3 spare tons of iron; also a small forge, and nails, flat pointed, fit to drive into hard wood. He might take with him a puncheon or two of rum, furniture, bedsteads, &c. with (if intending for Van Dieman's land) a good stock of blankets. Part of his iron should be fit for cart-wheel hoops, cart bushes, bullock chains, ploughs. Harrow-irons, are also wanted, saddles, harness, &c. In fact, a man can hardly err, as every thing used by a farmer here is useful there. He should take the iron work of a small threshing machine; if he should want a large one, he can order it from home, and sell his small one to a smaller set-

APPENDIX.

APPENDIX.

No. I.

[The following valuable Document has recently been published by the Governor in Chief in the Sidney Gazette, and will be found to contain much important information regarding these colonies.]

Sidney, July 21st.

GOVERNMENT AND GENERAL ORDERS.

Government House, Sidney, Monday, July 16th 1821.

CIVIL DEPARTMENT.

His Excellency the Governor in Chief, having returned a few days ago to the seat of Government, from his late tour of inspection through the dependency of Van Dieman's land, deems it expedient

to give publicity to the following narrative of his voyage to, his progress through, and his return from, that dependency; especially for the information of those who may be desirous of being acquainted with the nature of the soil, and the state of cultivation to which that dependency has arrived.

1. His Excellency, family, and suite, embarked in the ship Midas, Captain Beveridge, for Van Dieman's Land, on the 4th of April last. At an early hour on the next morning, the ship got clear of the heads of Port Jackson, and had proceeded some way to the southward, when the wind became contrary, and blew so strong, that she was obliged to return in the evening of the 6th to Port Jackson.

Early on the 13th, the ship got again under weigh, and arrived at Hobart Town, on the River Derwent, in Van Dieman's Land, on the morning of Tuesday the 24th, after a voyage of eleven days.

His excellency's arrival being expected, his landing was marked by every degree of attention and respest by his Honour Lieutenant Governor Sorell, the

civil and military Officers of Government, and the principal inhabitants, which his station or personal regard could dictate.

2. It was with much satisfaction his Excellency beheld the numerous changes and improvements which Hobart Town had undergone, since the period of his former visit in 1811. The wretched huts and cottages, of which it then consisted, being now converted into regular substantial buildings, and the whole laid out in regular streets; several of the houses being two stories high, spacious, and not deficient in architectural taste. The principal public buildings which have been erected, are a Government House, a handsome church, a commodious military barrack, a strong jail, a well constructed hospital, and a roomy barrack for convicts, which latter is now nearly completed.

The Governor had the curiosity to ascertain the number of houses and population of the town; the former he found to consist of no less than 421 houses, and the inhabitants to amount to upwards of 2700 souls.

On the stream, which passes through

the town, there have been four water-mills erected for the grinding of grain, and a neat battery has been constructed on Mulgrave Point, at the entrance of Sullivan's Cove; and on Mount Nelson a signal post and telegraph have been established. The Governor observed also, with much pleasure, the well directed attention which has been displayed towards the accommodation of the shipping interests, in the planning of a large substantial pier or quay, which is now in progess in Sullivan's Cove, for the convenience of ships or vessels trading thither, in the loading and unloading of their cargoes; which work, combined with the natural facilities of the place, will render Sullivan's Cove one of the best and safest anchorages in the world.

3. The industry and spirit of enterprise, exhibited generally by the inhabitants of Hobart Town, bespeak a favourable opinion of their manners; and the numerous comforts enjoyed by them, as the result of their application, mark the certain reward which will ever be attendant on persevering industry; whilst the prevailing desire for the improvement of the town, bids fair to render it

one of the handsomest and most flourishing in Australia.

4. In rendering this tribute to the inhabitants, it would be injustice not to refer much of the prevailing spirit of industry to the wise regulations and judicious arrangements of his Honour Lieutenant Governor Sorell, under whose administration, during the short period of little more than four years, all the principal public buildings, and the greater part of the private ones, have been erected; and the various other improvements have flowed from the same source.

Beholding these rapid, extensive, and ornamental improvements of Hobart Town, the Governor cannot sufficiently express his admiration of the superior talents and zealous exertions of Lieutenant Governor Sorell, by whom they have been thus so happily produced, or so effectually promoted.

5. Having surveyed, with much pleasure, all the public works and buildings at this time in progress, or already completed in the town and neighbourhood of Hobart Town, the Governor proceeded on his tour to Port Dalrymple, on the 5th of May, for the purpose of inspecting

the settlements in that part of the Island; and in addition to his personal staff and suite, was accompanied by his Honour Lieutenant-Governor Sorell, and the Honourable Judge Advocate Wylde. On the 10th, his Excellency arrived at Launceston, being received by Lieutenant-Colonel Cimetiere, Commandant of Port Dalrymple, the officers, civil and military, and the principal inhabitants of that station, with the most marked attention and respect.

6. After spending a few days at Launceston, during which he inspected the several public establishments at that place, the Governor proceeded by water down the river Tamer, to the lately erected settlement of "George Town," seat at York Cove, near the entrance of Port Dalrymple, and within a few miles of Bass's Straits.

His Excellency felt agreeably surprised at beholding the very considerable progress lately made in the erection of the more immediately requisite public buildings at this new station, much of which progress may be attributed to the personal superintendance of the Commandant, whose head quarters had been

with that view removed thither from Launceston in May 1819.

To Lieutenant-Colonel Cimetiere, the Governor is accordingly much indebted for the zeal and attention he has so beneficially exhibited in carrying his instructions, in regard to George Town into effect.

His Excellency derived particular satisfaction from observing that the troops and convicts have been respectively most comfortably accommodated; the former having a very good barrack, and the latter neat huts, with gardens adjoining, sufficiently large to supply vegetables in abundance.

The chief buildings completed in George Town are—the Commandant's house; quarters for the civil and military officers; a commodious parsonage house; a jail; a guard-house; and a temporary provision store; and there is a temporary chapel, and a large school-house in progress, and nearly completed. The situation of George Town is not only beautiful, but also admirably adapted for all the purposes of trade, being situated on the banks of a river navigable for ships of large burthen,

and but a short way removed from the sea in Bass's Straits; and has the advantage of a plentiful supply of fresh water from springs in its immediate neighbourhood.

The Governor, having spent three days in admiring the progress of the new settlement of George Town, returned to Launceston on Saturday the 29th of May, taking his route by land, with the purpose of examining the road some time since opened between those stations, being a distance of 54 miles. Owing to the original bad construction of this road, his Excellency found it nearly impassible for any sort of wheel carriage, which induced him to give directions for its being immediately and thoroughly repaired, for the accommodation of the inhabitants at each place.

7. The Governor, having found the original public buildings at Launceston in such a state of dilapidation and decay, as to be altogether incapable of being repaired; whilst, at the same time, such buildings are indispensable, has given orders for the following to be forthwith erected, viz. :—

1. A Jail.

2. A Military Barrack.

3. An Hospital.

4. A Commissariat store, and granary.

5. A Barrack, for one Military Officer; and

6. A Barrack for an Assistant-Surgeon.

The only good building for the public service being confined to a school-house and temporary chapel, which has been lately built, and is strong and substantial.

8. Having surveyed, with much pleasure, the principal agricultural settlements near Launceston, the Governor took leave of that part of the Island, and proceeded, on the 28th of May, on his return to Hobart Town, visiting the intermediate agricultural and pasturage farms, including the districts of New Norfolk and Macquarie, situated on the banks of the river Derwent, above Elizabeth Town.

On his route from Launceston to Hobart Town, his Excellency was induced, from local circumstances, to mark out sites of four townships; namely,

1. "Perth,"—on the left bank of the river South Esk; 14 miles from Launceston.

2. "Campbell Town,"—on the north bank of the Elizabeth River; 28 miles from Perth.

3. "Oatlands,"—on the bank of Jericho Lagoon, in Westmoreland Plains; 30 miles from Campbell Town; and

4. "Brighton,"—on that part Bagdad Plains, formed by the River Jordan, and "Strathallan Creek," 35 miles from Oatlands, and 15 from Hobart Town;—

All of which are arranged with a due consideration to the accommodation and convenience of new settlers, they being all seated in the midst of extensive tracts of rich land, and forming, at the same time, a regular chain of stations between Hobart Town and Launceston, whereby the journeying between those places will be rendered both safe and convenient.

With this view of the importance of these townships, his Excellency has instructed the Lieutenant-Governor of Van Dieman's Land to pay an early attention to their establishment, and to encourage useful mechanics to establish themselves at them.

9. On Saturday, the 9th of June, the

Governor arrived at Hobart Town, and has to express himself much surprised, and highly gratified, by the rapid state of improvement in which he found the several districts through which his route from Launceston to Hobart Town had led him.

10. On the 20th June, the Governor, accompanied by Lieutenant-Governor Sorell, and their respective suites, made an excursion to the districts of Pitt Water, and the Coal River, and was particularly gratified in beholding the highly improved state of those beautiful and rich agricultural settlements:—the agricultural settlers carrying on their farming concerns there on a much more extensive scale than any others in Van Dieman's Land.

In the district of Pitt Water, a portion of land having been reserved for the purpose of a township, his Excellency, finding it admirably circumstanced for that object, being in the midst of a rich soil, and well watered, approved of its location; and, in compliment to Lieutenant Governor Sorell, named the township "Sorell."—Some progress has been already made at this place in buildings:

—a jail has been erected, and the site of a schoolhouse, and temporary chapel marked out, which is to be shortly commenced.

11. The various roads, well constructed, leading from Hobart Town to the different settlements in the interior, together with the strong bridges thrown across the streams and creeks crossing those roads, could not fail to excite his Excellency's surprise and admiration, finding that thereby the intercourse between Hobart Town and all the principal farming establishments, on both sides of the River Derwent, was rendered so very easy and convenient.

On the great line of road from Hobart Town to Port Dalrymple, one portion extending as far as the north side of Constitution Hill, being nearly completed; another line extends as far as the Coal River and Pitt Water district; and a third leads to the Macquarie district, through New Norfolk, and including the settlements there on both sides of the Derwent. These roads, which have been projected by, and executed under the superintendence of Major Bell, C. B. of the 48th regiment, acting Engineer

and Inspector of Public Works at Hobart Town, appear to have been most judiciously laid out and expeditiously constructed, and reflect much credit on that gentleman's zeal for the public service. It is unnecessary to dwell on the innumerable benefits resulting from the country being thus intersected with good roads, the advantages being felt and duly appreciated by the settlers at large; and the entire line from Hobart Town to Launceston, a distance of 120 miles, which is now in rapid progress from both extremities, will be completed as soon as the numerous gangs placed on it can possibly effect so very great and important an undertaking.

12. From this interesting excursion, his Excellency returned to Hobart Town on the 22d ultimo; and it now chiefly remains for him to express the high feelings of gratification which he experienced throughout every part of his tour, arising from the happy situation of the people, the fertility of the soil, and the beauty of the country at large; all aided by the wise, judicious, and successful exertions of his Honour, Lieutenant-Governor Sorell, who appears to be

indefatigable in projecting, and carrying into effect, all those measures which, by being persevered in, must raise Van Dieman's Land, at no very distant day, to the proud distinction of being one of the most valuable colonies belonging to the Crown. The recent influx of several respectable free settlers, with considerable property, will not fail, under the auspices of Lieutenant-Governor Sorell, to hasten that period at which Van Dieman's Land will hold a high rank among the settlements of the British empire. According to a census, which had been completed only some little time previous to the Governor's arrival at Hobart Town, his Excellency is enabled to state the following particulars; namely,—That the population of Van Dieman's Land is 6372 souls, exclusive of the civil and military officers; and that it contains no less than 28,888 head of horned cattle, 182,468 sheep, 421 horses, and 10,683 acres of land in cultivation.

His Excellency was also happy to observe, that, by the introduction of the Merino breed of sheep, some of which have been lately imported direct from

England, and still many more, sent by this Government from the extensive flocks of the pure Merino breed, belonging to John M'Arthur, Esq. that the wool is much improved, and though perhaps it may not altogether rival that produced in this part of the territory, yet it will soon attain such a degree of perfection, as will render it a most valuable export to the mother country.

13. His Excellency has much pleasure in declaring, that every information he required from the public departments in Van Dieman's Land, was furnished with the utmost promptitude and correctness, and the officers, civil and military, at the heads of those departments, are entitled to, and he hopes for their acceptance of his thanks, and approbation of their conduct therein.

And his Excellency further feels it due to every class of the inhabitants in Van Dieman's Land, to express himself much gratified by the marked attention, kindness, and respect which he experienced, invariably, from the inhabitants, during the whole period of his tour; and he will always retain a pleasing remembrance of the good will and obliging

disposition manifested by them towards his Excellency personally.

14. All the objects of this tour of inspection being effected, his Excellency, family, and suite, and accompanied by the Honourable Judge Advocate Wylde, embarked on board the ship Caroline, at Hobart Town, on the 30th ultimo; and arrived safe at Sydney, on the 12th instant, after an absence of nearly three months from head-quarters.

By order of his Excellency,

FREDERICK GOULBURN,
Colonial Secretary.

No. II.

List of Passengers per Skelton,

From Leith and Portsmouth, bound to Cape of Good Hope, New South Wales, and Van Dieman's Land, embarked at Leith and Portsmouth.

Names.		Where Embarked.	Where Settled.
Major M'Leod	...	Leith.	
Mrs M'Leod	...	Do.	
Catharine Ditto			
Isabella Ditto			Port Dalrymple.
John Ditto	Children.	Do.	
Hugh Ditto			
Donald Ditto	Born at Sea.		

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
Mr David Jamieson	...	Leith.	Five Miles above New Norfolk.
Mrs Jamieson	...	Do.	
David Ditto	Children.	Do.	
Margaret Ditto			
Jane Miller	...	Do.	At Hobart Town.
Mary Ann Cundell	...	Do.	Bodles Bottom, New Norfolk.
Mr James Neil	...	Do.	Hobart Town and Farm, Six Miles from New Norfolk.
Mrs Ann Neil	...	Do.	
James Neil	Children.	Do.	
Robert Neil			
Ann Neil			
Dr Cameron	...	Do.	Sidney.
Mrs Cameron	..	Do.	

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
Elizabeth Cameron	Children.	Leith.	Sidney.
Donald Ditto			
Robert Ditto			
John Ditto			
Margaret Ditto			
Roderick M'Donald	...	Do.	
Ann Ditto his wife	...	Do.	
Allan Ditto	Children.	Do.	Servants of Major Mac-Leod.
Hugh Ditto			
Hector Ditto			
Euphemia Ditto			
Marion Ditto			
Janet Ditto			
Mary Ditto			

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
Catharine M'Donald Anne Ditto Margaret Ditto	Children.	Leith.	Servants of Major Mac-Leod.
Mr Samuel Haywood	...	Portsmouth.	
Mrs C. Haywood	...	Do.	In Trade at Hobart Town.
Samuel Ditto	...	Do.	
Mr William Speed	...	Do.	At Hobart Town.
Miss Speed	...	Do.	
Mr Frank Langlou	...	Leith.	
Mr James Parker	...	Do.	Hobart Town.
Mrs Langlou	...	Do.	
Mr George Brooks	...	Do.	Bodles Bottom Farm.
Captain Cummings	...	Portsmouth.	Hobart Town.

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
Mr T. Roadknight	...	Portsmouth.	Died outward passage.
W. Roadknight, jun.	...	Do.	Settled Eight Miles above New Norfolk.
Herriot Ditto,	...	Do.	
William Ditto	Children.	Do.	
Thomas Ditto			
Henry Ditto			
Herriot Ditto			
Mr T. Roadknight, jun.	...	Do.	
Mr William Wilson	...	Leith.	Architect at Pitt Water.
Mrs Margaret Wilson	...	Do.	Port Dalrymple.
Mr Colin Campbell	...	Do.	
Mr Donald M'Donald	...	Do.	
Mr Donald Campbell	...	Do.	
Mr Allan M'Lean	...	Do.	

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
Mr J. Headland	...	Portsmouth.	
Mrs Ann Headland	...	Do.	
Mary Ditto	Children.	Do.	As Schoolmaster at Hobart Town.
Ellen Ditto			
William Ditto			
John Ditto			
Charles Ditto			
Fanny Ditto			
Flora M'Lean	...	Leith.	Servants of Major Mac-Leod.
Jenny Anderson	...	Do.	
Mr Andrew Birrell	...	Do.	Merchant at Sidney.
Alexander Waddell	...	Do.	House Builders at Hobart Town.
John Sanderson	...	Do.	
James Haig	...	Do.	Miller at Hobart Town.

LIST of PASSENGERS, Continued.

Names.		Where Embarked.	Where Settled.
James Anderson	...	Leith.	Overseer to Government.
John Claytown	...	Do.	Cape of Good Hope.
Thomas Scott	...	Do.	Government Surveyor, Hobart Town.
Thomas Hodgton	...	Do.	Joiner, Cape of Good Hope.
James Niell	...	Do.	As Clerk at Ditto.
Pamela Blake	...	Do.	Servant at Ditto.

No. III.

A GENERAL STATEMENT of the POPULATION of NEW SOUTH WALES, shewing the Description of Persons, and the Districts they reside in, for the year 1820.

	Came Free.		Born in the Country.		Free by Servitude.		Absolutely Pardoned.		Conditionally Pardoned.		Ticket of Leave.		Convicts.		Children.		On board Colonial Vessels.	Total.
	Males.	Females.	Male.	Female	Male.	Female	Male.	Female	Male.	Female	Male.	Female	Male.	Female	Male.	Female	Males.	
Sidney	378	320	401	490	857	696	67	18	353	28	519	234	4308	149	1703	1338	220	12,079
Paramatta,	77	82	46	69	275	245	25	4	157	3	198	13	1166	265	461	495		3581
Liverpool	96	62	35	44	181	143	16	2	129	3	174	14	976	55	346	290		2566
Castlereagh & Evans	34	21	36	46	82	35	5		45	1	48	1	434	21	77	81		967
Windsor,	49	24	62	61	165	116	10	1	101	3	103	6	600	23	180	140		1644
Wilberforce,	53	23	62	48	167	77	7		50	2	61	1	262	9	137	114		1073
Richmond,	38	27	22	55	95	80	3		81	1	47	1	174		130	120		874
Bathurst,	3	1	4	3	6	2	1		2	0	2		74	1	8	7		114
Newcastle,	17	2	8	3	22	9			3	0			799	64	23	18		968
Government Stock, Keepers,													71					71
rand Total	745	562	676	819	1850	1403	134	25	921	41	1152	270	8864	587	3065	2603	220	23,937

No. IV.

A STATEMENT of the ARMY in NEW SOUTH WALES, and its Dependencies, together with the COMMISSARIAT STAFF.

	Governors	Aid-de Camp.	Brig. Major.	Lieut. Colonel.	Majors.	Captains.	Lieutenants.	Ensigns.	Staff.	Serjeants.	Corporals.	Drummers.	Privates.	Women.	Children.	Total.	Dep. Commissary General.	Asst. Commissary General.	Dep. Asst. Do.	Act. Dep. Asst. Do.	Total.
N	1	1	1	1	2	9	16	7	5	41	43	11	751	161	255	1305	1	1	4	1	7
						1	2	1		5	4	2	88	49	123	275					
	1	1	1	1	2	10	18	8	5	46	47	13	839	210	378	1580	1	1	4	1	7

ABSTRACT.

Accounted for on the opposite side,	23,937	Inhabitants in New South Wales.
Military, as above,	1580,	in New South Wales.
Commissariat Staff, Ditto,	7,	
Total,—Civil and Military,	25,524,	in New South Wales.

No. V.

A GENERAL STATEMENT of LAND and STOCK in the Possession of the Inhabitants of NEW SOUTH WALES for 1820.

DISTRICTS,	Acres.	Acres.	Acres.	Acres.	Acres	Acres.	Acres.			Horses.	Horned Cattle.	Sheep.	Hogs.	Goats.	Bushels of Grain on hand.	
viz.	Wheat.	Maize.	Barley.	Oats.	Peas or Beans.	Potatoes	Garden and Orchard.	Clear Ground.	Total Held.	No.	No.	No.	No.	No.	Wheat	Maize.
Sidney	1196½	913½	105	18½	37½	78½	283½	8164	81823	803	12410	9526	1926	...	2739½	5472
Paramatta	2122	1794½	177½	65½	57¾	134½	267½	12779	134175	914	12116	31526	3475	...	2407½	2762
Liverpool	4483	2453	230	23	66	165½	268	12378	97727½	703	12156	19645	3962	...	2704	3601
Castlereagh & Evans	3284½	865	128½	10½	20¾	47	67½	4937½	23710	199	1850	3160	2203	...	905	3569
Windsor	1952½	1938½	273	153	19	66	54½	8038	27909½	320	3779	9956	4539	...	1649	14912
Wilberforce	2023	2069	134	57	3	17	73	5378	11426	191	1938	706	5289	...	1176	13875
Richmond	1121	1170½	149	21	4	24	71	2580	11305	190	1621	3074	2865	...	641	4465
Bathurst	182	...	6	25	5	3	¾	500	640¾	79	4002	19453	133	...	...	...
Newcastle	276½	66½	26¾	...	...	13¾	8	143½	71½	10	102	302	461	...	56	1642
Government	64	...	...	6	...	...½	1½	...	...	230	4129	2409	...	14	...	...
	18706½	11270½	1230¼	379	213¼	550½	1094¾	54896	389288	3639	54103	99487	24863	14	13278	56297

No. VI.

LIST OF ARTICLES

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Ditto, Second.
Buttons, Gilt, &c.
Gentlemen's Ready Made Clothes.
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A Hydrometer, newest principle.
Black Crape.
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Black worsted Stockings.
Balls Worsted.
Ladies' Combs.
Hair Combs.
Children s Books.
Saddlery.
Pit Saws, and Crosscut Saws.
Pit Saw Files.
Iron Pots, 20 gallons and upwards.
Linen Shirts.
Brown Stout in Casks.
Shoe Brushes.
Leather Gaiters.
Coffin Furniture.
Red Herrings.
Window Glass.
Wide Fire Irons.
Shingle Nails. } Flat pointed.
Batten, do. } Flat pointed.
Paling, do. } Flat pointed.
Large size shot.
Patent Sheep Shears.
Fustian.
Brown Holland.
Shoe-makers Hemp.
English Twine.
Cordage.
Stone Blue.
Pimento.
Brandy.
Gin.
Pitch and Tar.
Turpentine.
Linseed Oil.
English Soap.
Raisins and Currants.
Figs.
Sheet Lead.
Port Wine.
Sherry, Do.

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Russia Duck.
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Mother of Pearl Buttons.
Stationary.
Double Block Tin.
Printed Cottons.
Earthenware.
Childrens' Boots and Shoes.
Mens' Ditto.
Ladies' Ditto.
Wire of sizes.
Floor Cloth.
Carpets.
Slops, viz.
Good Blue Cloth Jackets.
Ditto, Trowsers.
Stripped Cotton Shirts.
Duck Trowsers.
Red Shirts, a few.
Cheese.
Silks.
Ginger.
Thread Lace.
Bobbin Net.
Irish Poplins.
Black and Coloured Bombazeens.
Plaid Stuffs.
Calimanco.
Jeans.
Velveteen.
Huckabacks.
Check.
Threads.
Canvas.
Casks with bottles.
Brewers Coppers.
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January, 1822.

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